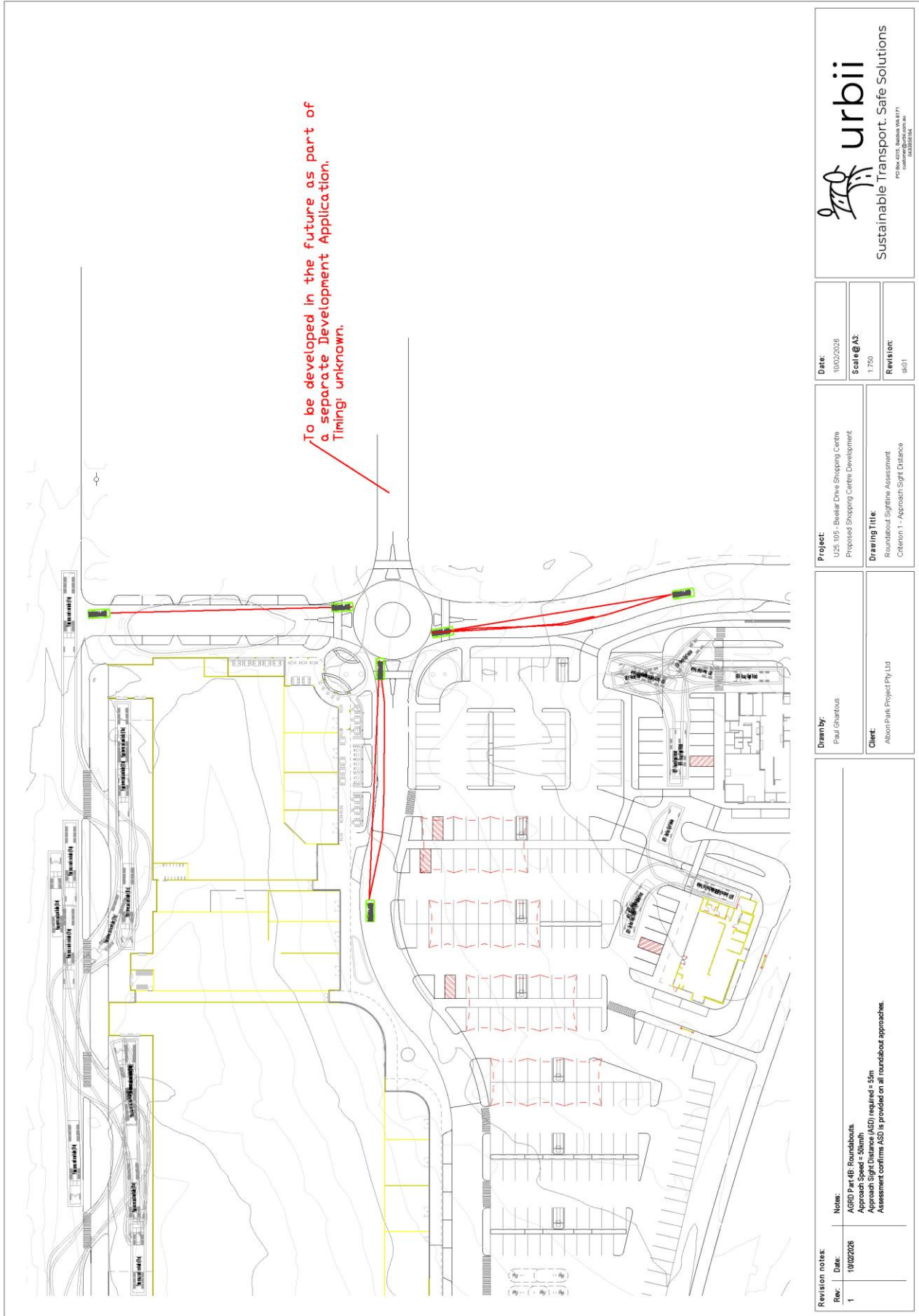


Appendix B: Roundabout sight distance assessment



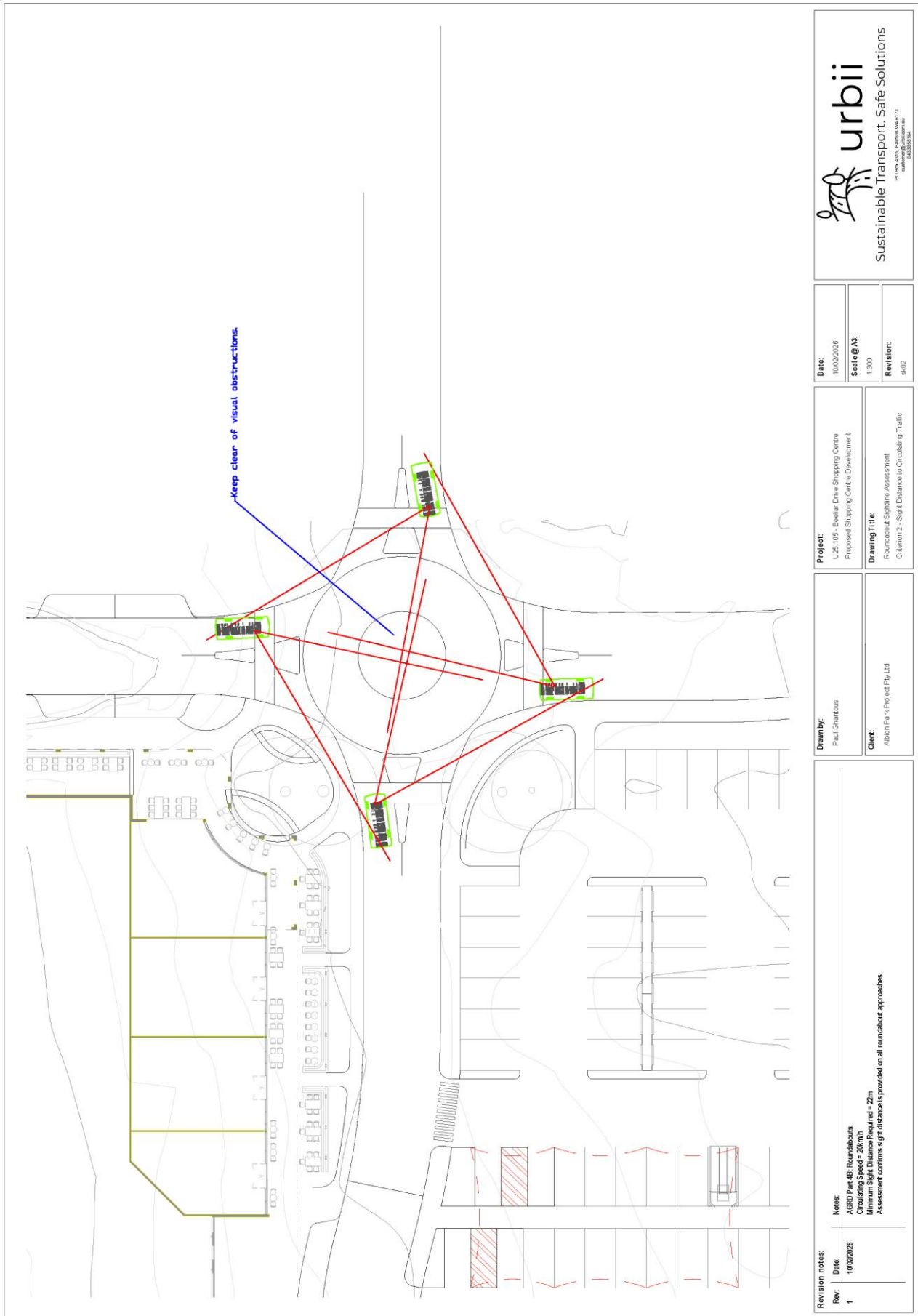


Date:	10/02/2026
Scale:	A3
Revision:	001

Project:	U25 105 - Beeliar Drive Shopping Centre Proposed Shopping Centre Development
Drawing Title:	Roundabout Sightline Assessment Criterion 1 - Approach Sight Distance

Drawn by:	Paul Ghanous
Client:	Albion Park Project Pty Ltd

Revision notes:	Note:
Rev: 1	AGRO Part 4B: Roundabouts. Approach Speed = 50km/h Approach Sight Distance (ASD) required = 55m Assessment confirms ASD is provided on all roundabout approaches.



Date:	10/02/2026
Scale:	A3: 1:300
Revision:	04/02

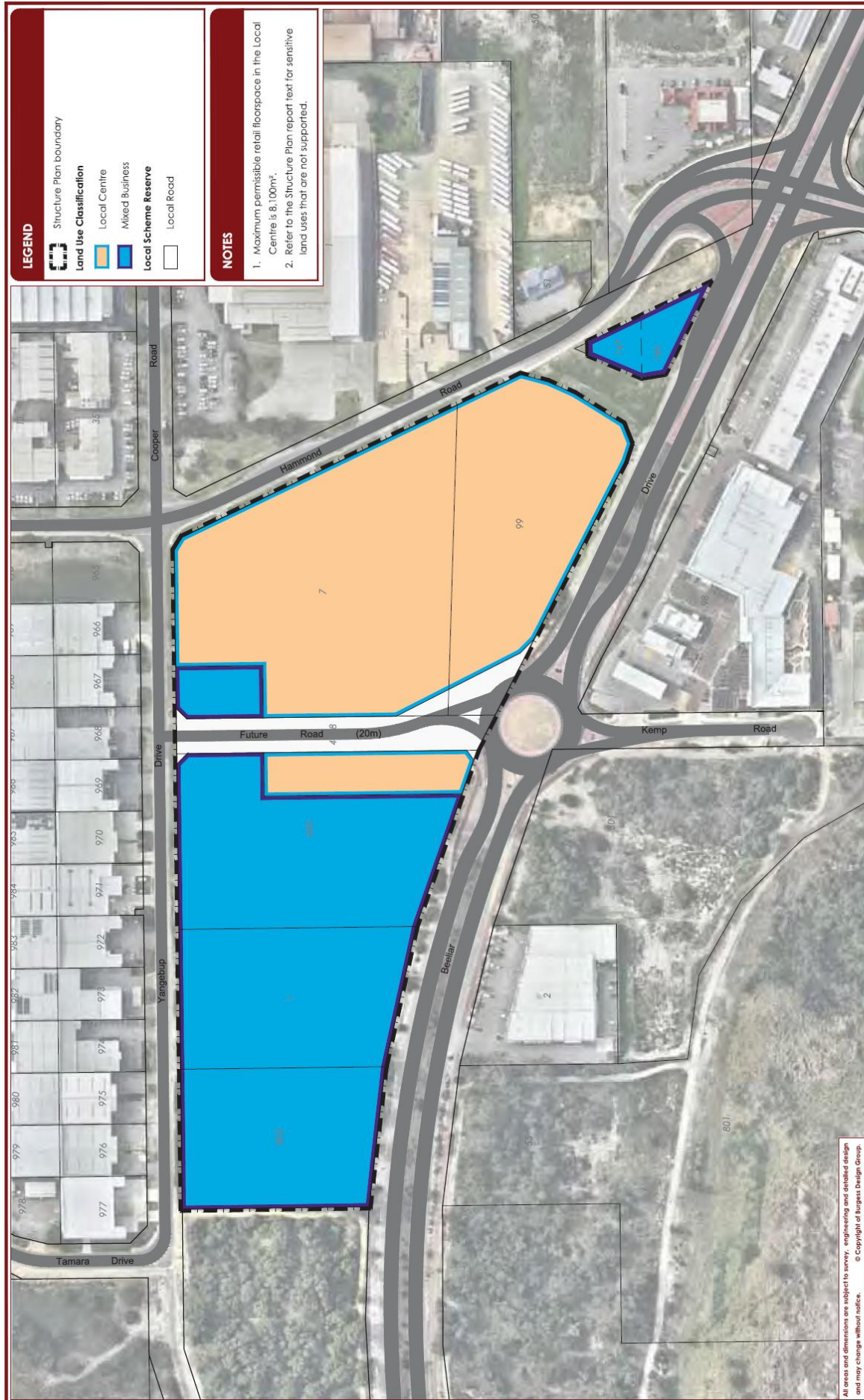
Project:	U25 105 - Beveler Drive Shopping Centre Proposed Shopping Centre Development
Drawing Title:	Roundabout Sightline Assessment Criterion 2 - Sight Distance to Circulating Traffic

Drawn by:	Paul Ghanous
Client:	Albion Park Project Pty Ltd

Revision notes:	Notes:				
<table> <tr> <th>Rev.</th><th>Date</th></tr> <tr> <td>1</td><td>10/02/2026</td></tr> </table>	Rev.	Date	1	10/02/2026	AGRO Part 4B: Roundabouts. Circulating Speed = 20km/h Minimum Sight Distance Required = 22m Assessment confirms sight distance is provided on all roundabout approaches.
Rev.	Date				
1	10/02/2026				



Appendix C: Hammond Road North Structure Plan



LEGEND

Structure Plan boundary

Land Use Classification

Local Centre

Mixed Business

Local Scheme Reserve

Local Road

NOTES

1. Maximum permissible retail floorspace in the Local Centre is 8,100m².
2. Refer to the Structure Plan report text for sensitive land uses that are not supported.



PLAN 1: HAMMOND ROAD NORTH STRUCTURE PLAN MAP COCKBURN CENTRAL CITY OF COCKBURN

BURGESS
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Plan No: ALE COC-2-01g Client: ALE'S
Date: 22/10/18 Planner: MJH/MB

All areas and dimensions are subject to survey, engineering and detailed design and may change without notice.
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Appendix D: Traffic volume diagrams

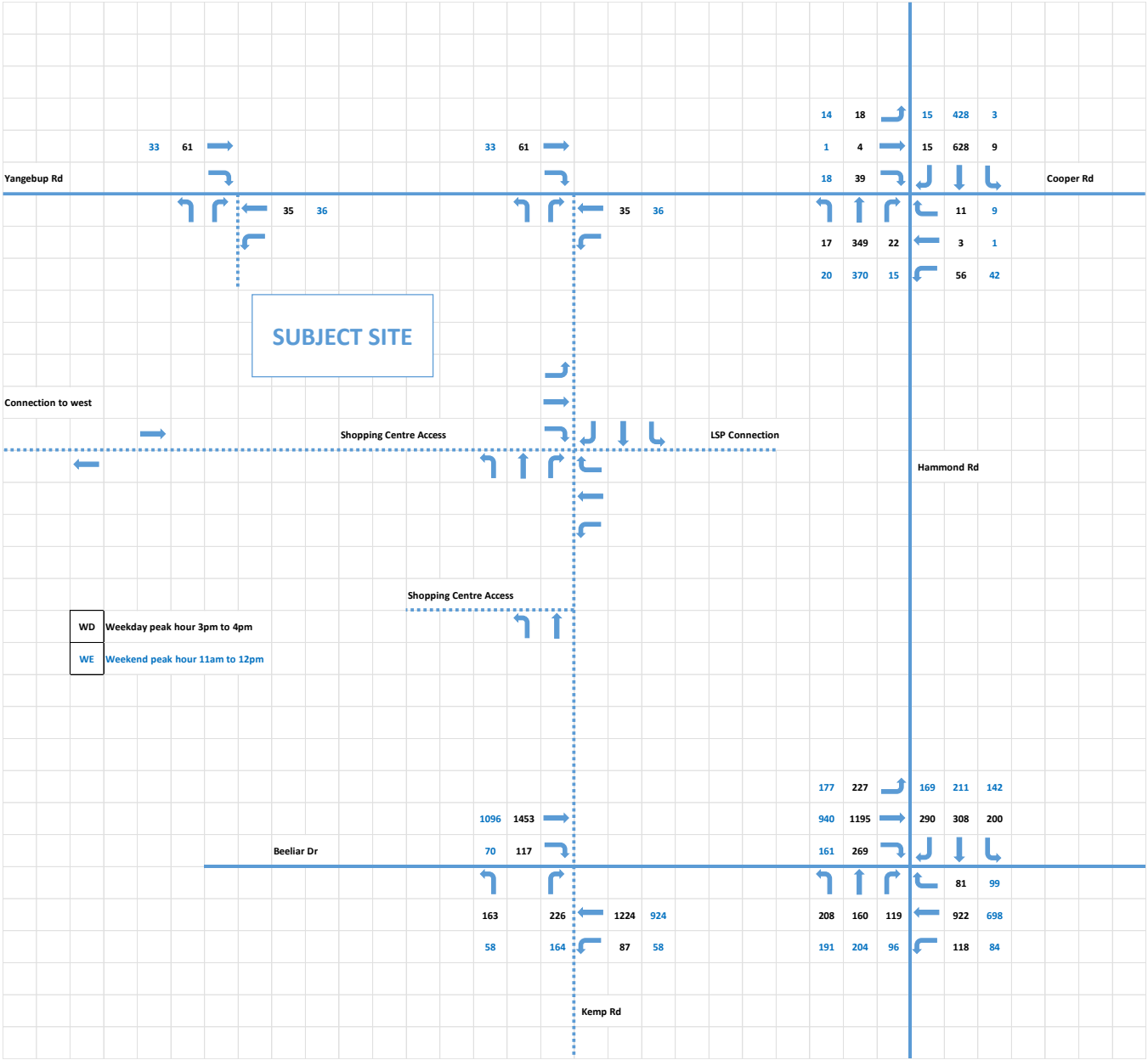


Figure 22: Existing traffic volumes



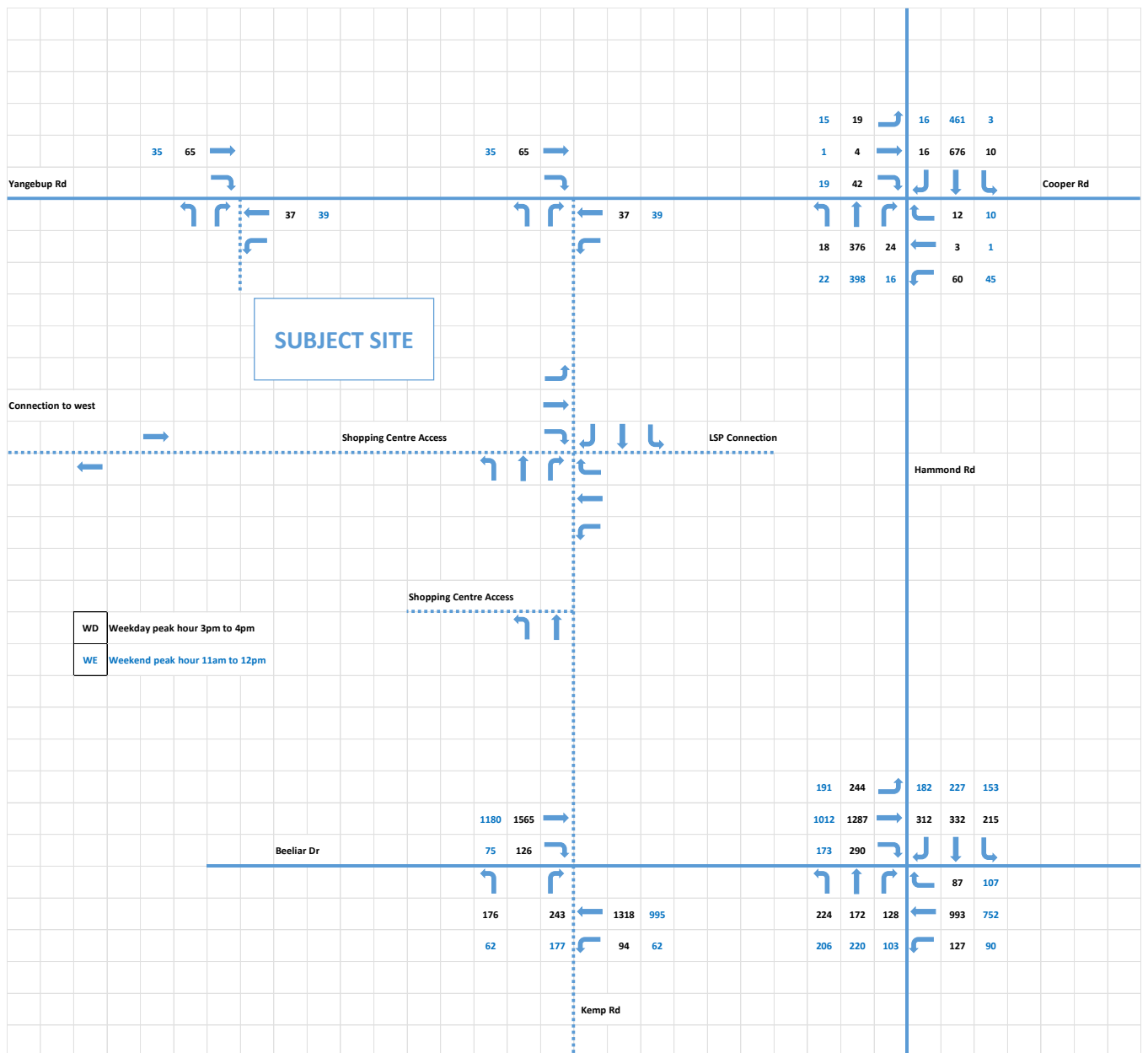


Figure 23: 2028 base traffic volumes

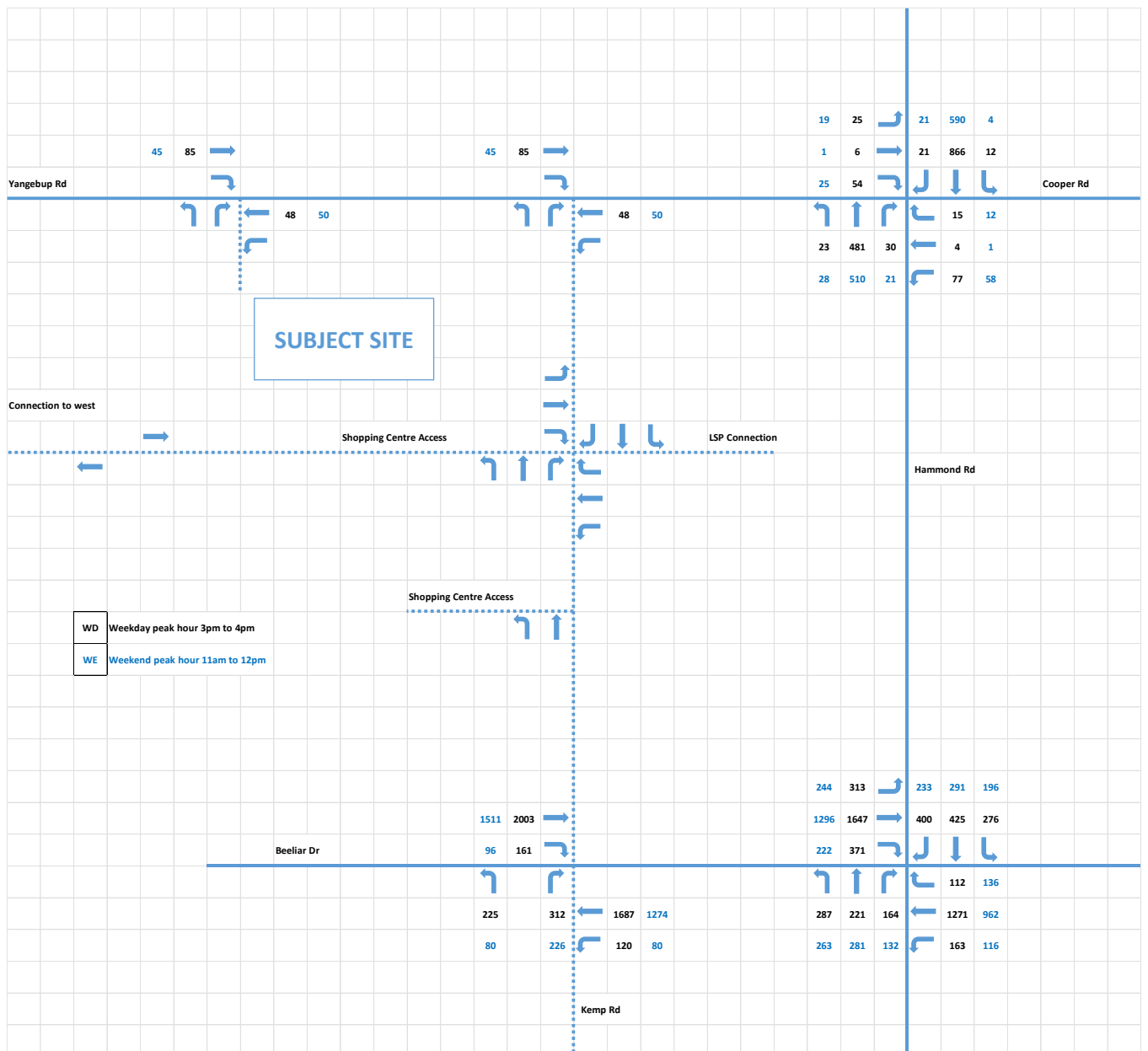


Figure 24: 2038 base traffic volumes

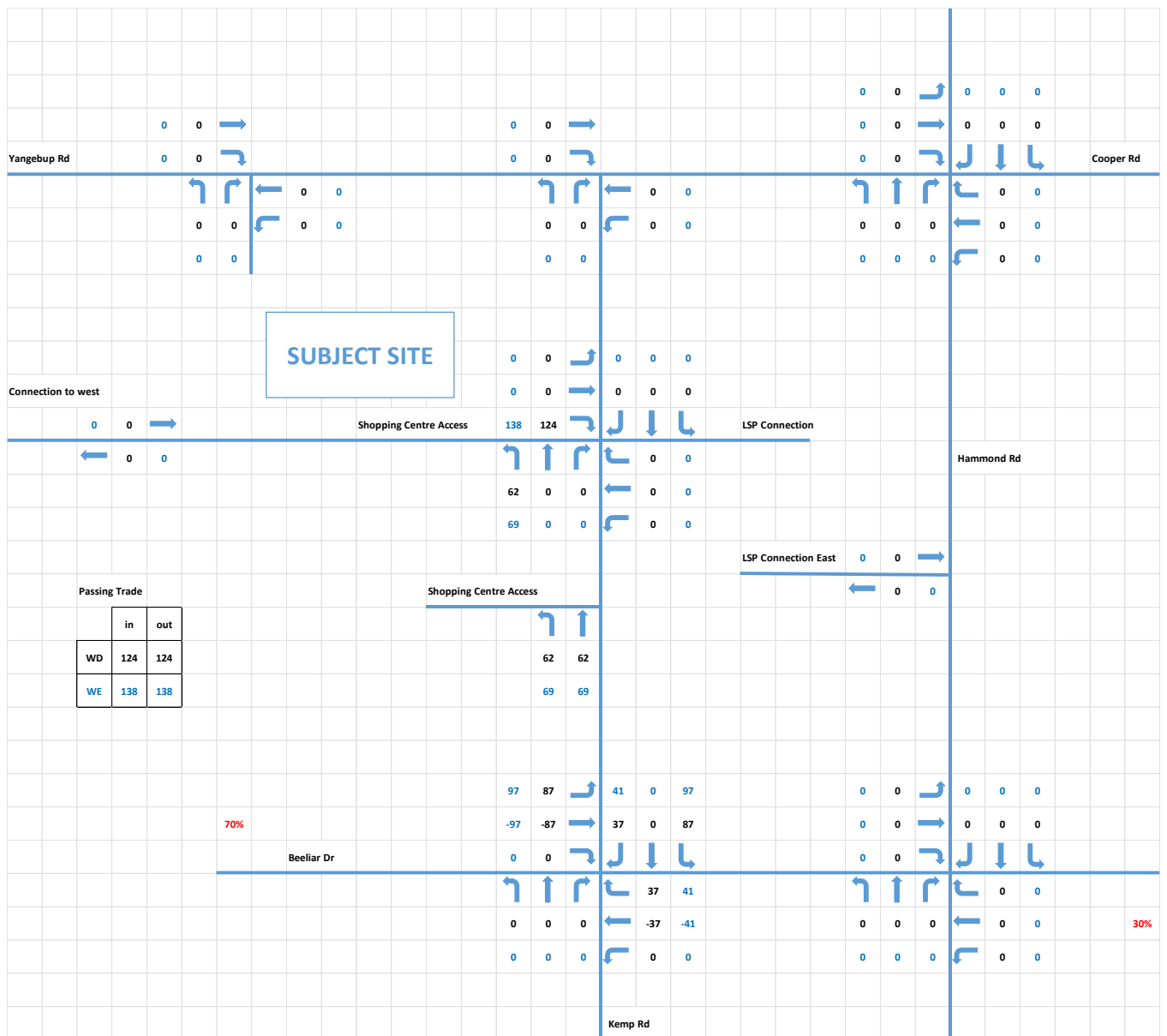


Figure 25: Development traffic volumes – passing trade

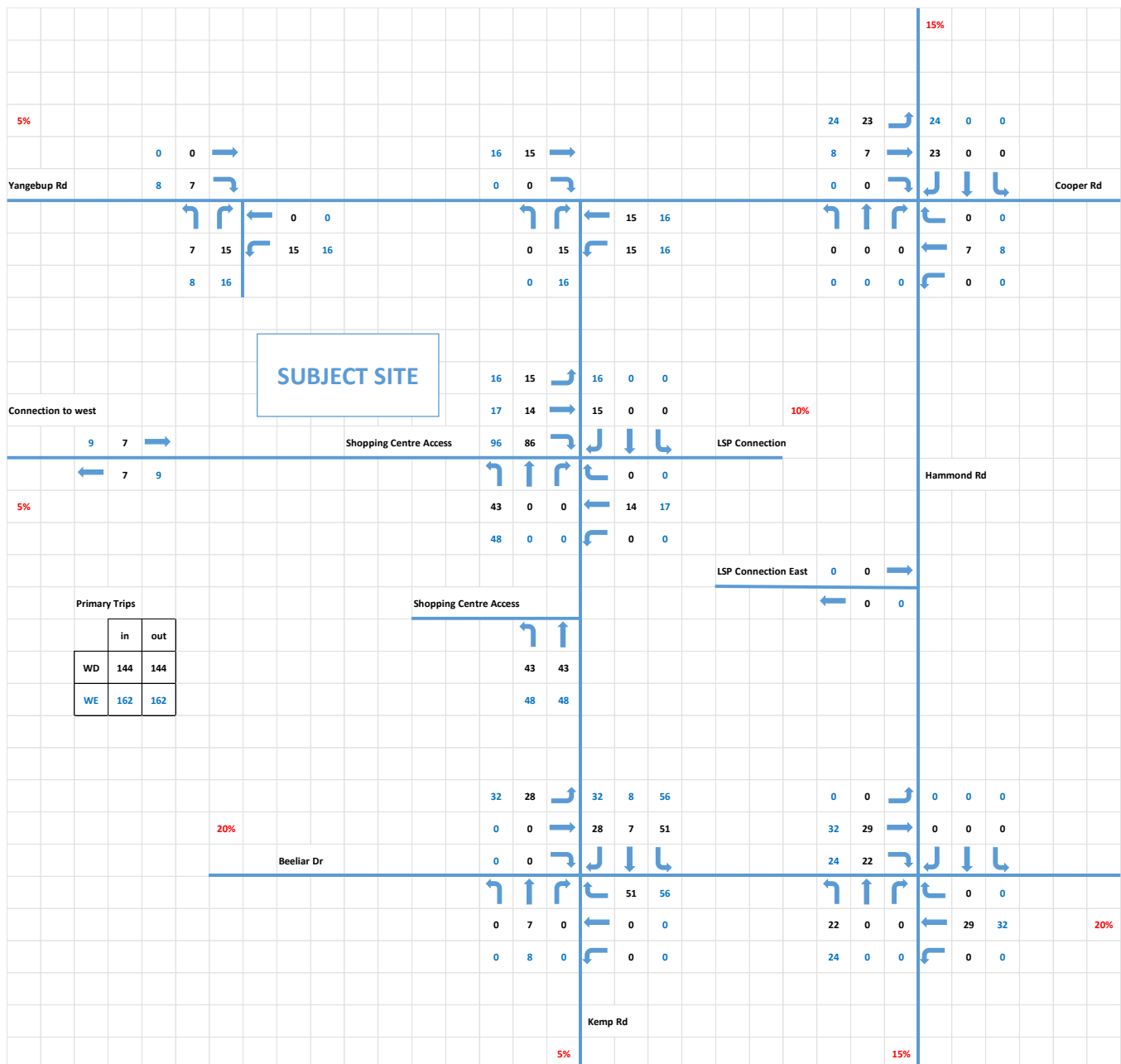


Figure 26: Development traffic volumes – primary trips



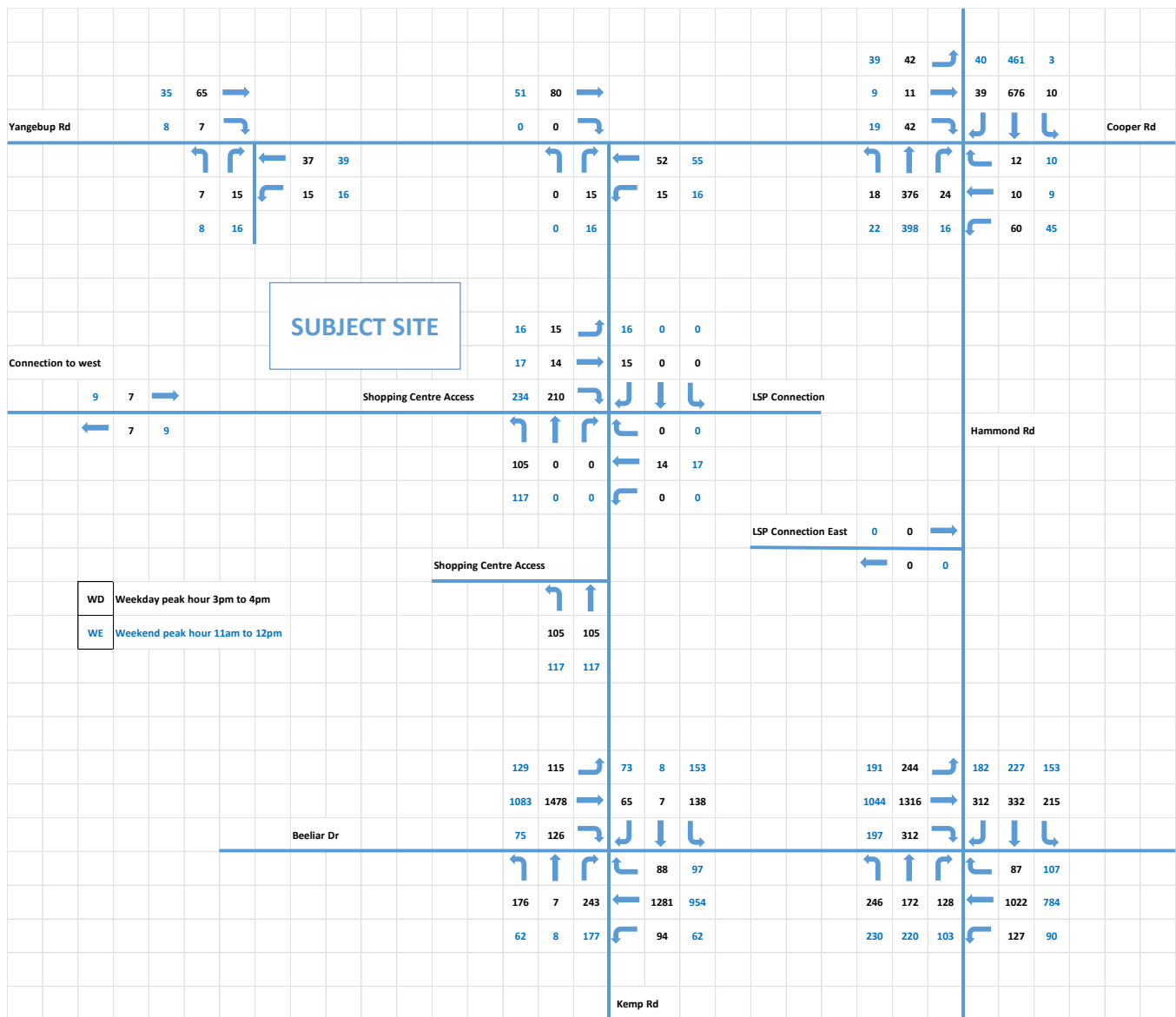


Figure 28: 2028 post development traffic volumes

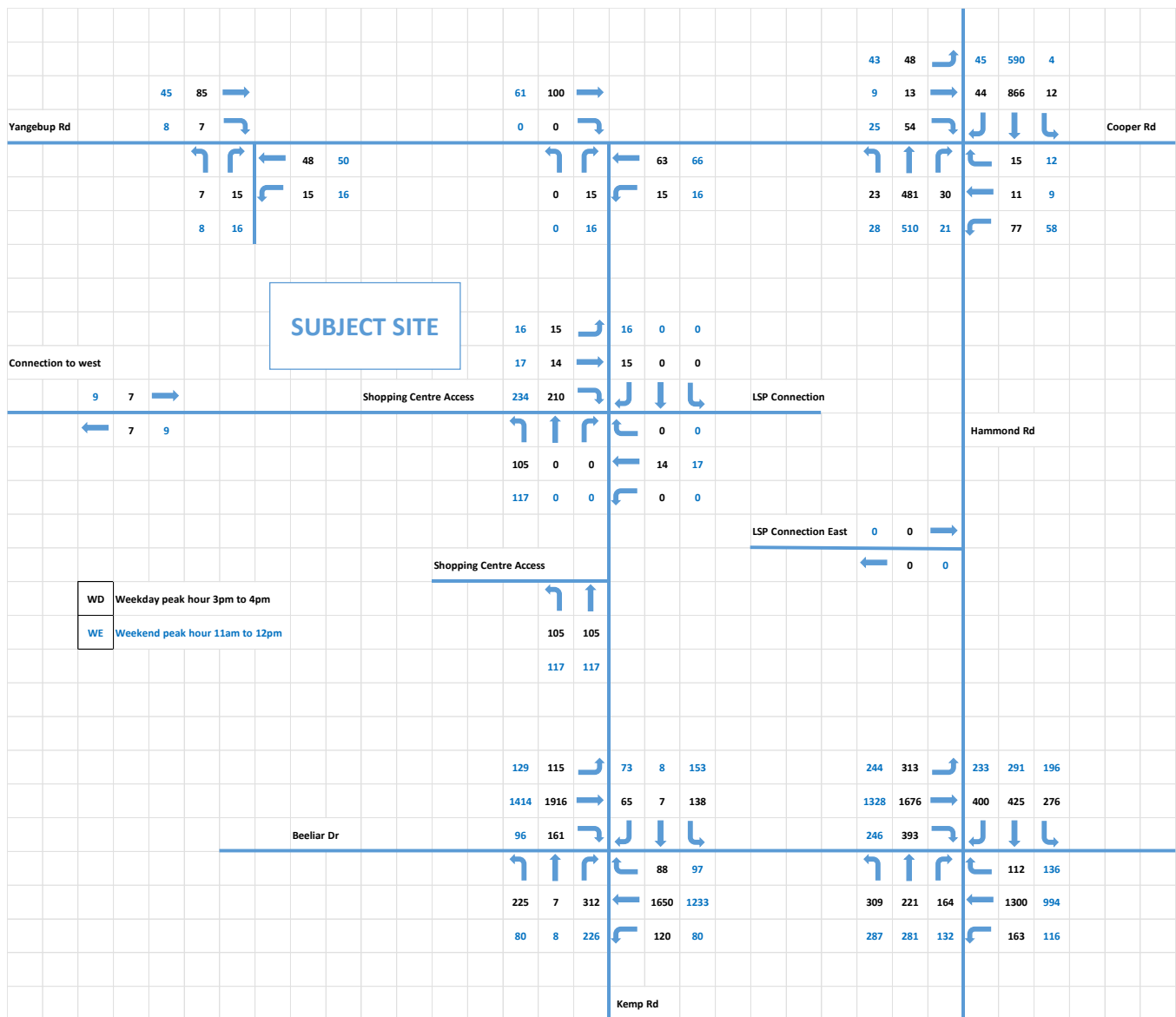


Figure 29: 2038 post development traffic volumes

Appendix E: SIDRA analysis outputs

SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.



Existing

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2025 Existing Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Kemp Rd															
1	L2	All MCs	172	1.0	172	1.0	0.713	10.4	LOS B	5.2	36.5	0.96	0.94	1.30	45.4
2	T1	All MCs	1	1.0	1	1.0	0.713	10.0	LOS B	5.2	36.5	0.96	0.94	1.30	30.3
3	R2	All MCs	238	1.0	238	1.0	0.713	15.8	LOS B	5.2	36.5	0.96	0.94	1.30	25.4
Approach			411	1.0	411	1.0	0.713	13.5	LOS B	5.2	36.5	0.96	0.94	1.30	37.2
East: Beeliar Dr															
4	L2	All MCs	92	3.0	91	3.0	0.458	4.9	LOS A	3.2	23.2	0.25	0.44	0.25	50.3
5	T1	All MCs	1288	5.0	1274	5.0	0.458	5.1	LOS A	3.2	23.2	0.26	0.44	0.26	59.3
6	R2	All MCs	1	1.0	1	1.0	0.458	11.3	LOS B	3.0	21.6	0.27	0.44	0.27	49.9
Approach			1381	4.9	1366	4.9	0.458	5.1	LOS A	3.2	23.2	0.26	0.44	0.26	58.9
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.010	7.9	LOS A	0.0	0.3	0.83	0.73	0.83	26.7
8	T1	All MCs	1	1.0	1	1.0	0.010	7.5	LOS A	0.0	0.3	0.83	0.73	0.83	33.9
9	R2	All MCs	1	1.0	1	1.0	0.010	13.5	LOS B	0.0	0.3	0.83	0.73	0.83	47.7
Approach			3	1.0	3	1.0	0.010	9.6	LOS A	0.0	0.3	0.83	0.73	0.83	39.2
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	1.044	52.0	LOS E	44.1	322.2	1.00	2.09	3.05	25.3
11	T1	All MCs	1529	5.0	1529	5.0	1.044	52.6	LOS E	44.1	322.2	1.00	2.06	3.05	23.3
12	R2	All MCs	123	0.0	123	0.0	1.044	59.6	LOS E	37.4	271.3	1.00	2.02	3.05	25.9
Approach			1654	4.6	1654	4.6	1.044	53.1	LOS E	44.1	322.2	1.00	2.06	3.05	23.6
All Vehicles			3448	4.3	3433	4.3	1.044	29.2	LOS C	44.1	322.2	0.70	1.28	1.73	35.2

MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2025 Existing Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Hammond Rd															
1	L2	All MCs	219	2.0	219	2.0	0.791	19.1	LOS B	21.4	151.8	1.00	1.25	1.05	12.6
2	T1	All MCs	168	1.0	168	1.0	* 0.791	97.3	LOS F	21.4	151.8	1.00	1.25	1.05	12.6
3	R2	All MCs	125	3.0	125	3.0	0.533	72.8	LOS E	8.7	62.8	0.98	0.80	0.98	27.7
Approach			513	1.9	513	1.9	0.791	57.9	LOS E	21.4	151.8	1.00	1.14	1.02	16.0
East: Beeliar Dr															
4	L2	All MCs	124	3.0	124	3.0	0.102	11.4	LOS B	1.8	13.1	0.38	1.10	0.38	41.6
5	T1	All MCs	971	4.0	971	4.0	0.739	52.3	LOS D	31.8	230.0	0.94	0.83	0.94	26.1
6	R2	All MCs	85	7.0	85	7.0	0.342	84.7	LOS F	5.7	42.4	0.95	0.78	0.95	19.5
Approach			1180	4.1	1180	4.1	0.739	50.3	LOS D	31.8	230.0	0.88	0.86	0.88	25.2
North: Hammond Rd															
7	L2	All MCs	211	4.0	211	4.0	0.226	44.3	LOS D	6.0	43.7	0.54	1.31	0.54	31.8
8	T1	All MCs	324	2.0	324	2.0	* 1.058	171.4	LOS F	39.0	281.3	1.00	1.34	1.70	16.2
9	R2	All MCs	305	4.0	305	4.0	1.058	160.8	LOS F	39.0	281.3	1.00	1.27	1.65	8.8
Approach			840	3.2	840	3.2	1.058	135.7	LOS F	39.0	281.3	0.88	1.31	1.39	14.3
West: Beeliar Dr															
10	L2	All MCs	239	7.0	230	7.0	0.148	32.0	LOS C	1.5	11.2	0.12	0.81	0.12	36.4
11	T1	All MCs	1258	3.0	1213	3.0	* 1.046	146.7	LOS F	66.5	477.7	1.00	1.39	1.54	17.6
12	R2	All MCs	283	2.0	273	2.0	* 1.046	162.0	LOS F	28.5	202.9	1.00	1.14	1.65	15.1
Approach			1780	3.4	1716	3.4	1.046	133.7	LOS F	66.5	477.7	0.88	1.28	1.36	15.6
All Vehicles			4313	3.4	4249	3.4	1.058	101.8	LOS F	66.5	477.7	0.90	1.15	1.19	16.8



MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2025 Existing Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	18	0.0	18	0.0	0.227	8.8	LOS A	0.4	2.9	0.12	0.17	0.12	52.4
2	T1	All MCs	367	6.0	361	5.9	0.227	0.5	LOS A	0.4	2.9	0.12	0.17	0.12	58.5
3	R2	All MCs	23	9.0	23	8.9	0.227	9.9	LOS A	0.4	2.9	0.12	0.17	0.12	51.1
Approach			408	5.9	401	5.8	0.227	1.4	NA	0.4	2.9	0.12	0.17	0.12	57.8
East: Cooper Rd															
4	L2	All MCs	59	5.0	59	5.0	0.179	12.5	LOS B	0.6	4.3	0.69	1.00	0.69	36.6
5	T1	All MCs	3	0.0	3	0.0	0.179	20.2	LOS C	0.6	4.3	0.69	1.00	0.69	37.0
6	R2	All MCs	12	9.0	12	9.0	0.179	28.2	LOS D	0.6	4.3	0.69	1.00	0.69	43.5
Approach			74	5.4	74	5.4	0.179	15.3	LOS C	0.6	4.3	0.69	1.00	0.69	38.2
North: Hammond Rd															
7	L2	All MCs	9	11.0	9	11.0	0.356	7.2	LOS A	0.2	1.6	0.04	0.05	0.04	52.6
8	T1	All MCs	661	4.0	661	4.0	0.356	0.1	LOS A	0.2	1.6	0.04	0.05	0.04	59.3
9	R2	All MCs	16	7.0	16	7.0	0.356	7.7	LOS A	0.2	1.6	0.04	0.05	0.04	54.3
Approach			686	4.2	686	4.2	0.356	0.4	NA	0.2	1.6	0.04	0.05	0.04	58.9
West: Yangebup Rd															
10	L2	All MCs	19	6.0	19	6.0	0.259	10.5	LOS B	0.9	6.4	0.76	1.04	0.87	35.8
11	T1	All MCs	4	0.0	4	0.0	0.259	21.4	LOS C	0.9	6.4	0.76	1.04	0.87	33.1
12	R2	All MCs	41	3.0	41	3.0	0.259	27.9	LOS D	0.9	6.4	0.76	1.04	0.87	14.3
Approach			64	3.7	64	3.7	0.259	22.3	LOS C	0.9	6.4	0.76	1.04	0.87	25.8
All Vehicles			1233	4.8	1225	4.8	0.356	2.8	NA	0.9	6.4	0.14	0.20	0.15	55.1

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2025 Existing Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	61	0.0	61	0.0	0.234	4.5	LOS A	1.2	8.3	0.57	0.66	0.57	49.9
2	T1	All MCs	1	1.0	1	1.0	0.234	4.1	LOS A	1.2	8.3	0.57	0.66	0.57	35.5
3	R2	All MCs	173	1.0	173	1.0	0.234	9.9	LOS A	1.2	8.3	0.57	0.66	0.57	31.4
Approach			235	0.7	235	0.7	0.234	8.5	LOS A	1.2	8.3	0.57	0.66	0.57	39.4
East: Beeliar Dr															
4	L2	All MCs	61	2.0	61	2.0	0.324	4.7	LOS A	1.5	10.6	0.14	0.41	0.14	51.4
5	T1	All MCs	973	2.0	973	2.0	0.324	4.8	LOS A	1.5	10.6	0.15	0.41	0.15	60.4
6	R2	All MCs	1	1.0	1	1.0	0.324	11.0	LOS B	1.4	10.3	0.15	0.41	0.15	51.2
Approach			1035	2.0	1035	2.0	0.324	4.8	LOS A	1.5	10.6	0.15	0.41	0.15	60.0
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.004	5.1	LOS A	0.0	0.1	0.64	0.60	0.64	30.2
8	T1	All MCs	1	1.0	1	1.0	0.004	4.7	LOS A	0.0	0.1	0.64	0.60	0.64	36.9
9	R2	All MCs	1	1.0	1	1.0	0.004	10.7	LOS B	0.0	0.1	0.64	0.60	0.64	50.1
Approach			3	1.0	3	1.0	0.004	6.8	LOS A	0.0	0.1	0.64	0.60	0.64	42.2
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	0.410	5.0	LOS A	2.4	16.8	0.33	0.43	0.33	54.6
11	T1	All MCs	1154	2.0	1154	2.0	0.410	4.9	LOS A	2.4	16.8	0.34	0.45	0.34	56.2
12	R2	All MCs	74	0.0	74	0.0	0.410	11.4	LOS B	2.3	16.0	0.35	0.48	0.35	54.2
Approach			1228	1.9	1228	1.9	0.410	5.3	LOS A	2.4	16.8	0.34	0.45	0.34	56.0
All Vehicles			2501	1.8	2501	1.8	0.410	5.4	LOS A	2.4	16.8	0.28	0.45	0.28	56.9



MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2025 Existing Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	201	0.0	201	0.0	0.575	7.2	LOS A	10.7	75.1	0.85	1.17	0.85	17.8
2	T1	All MCs	215	0.0	215	0.0	* 0.575	35.2	LOS D	10.7	75.1	0.86	1.14	0.86	18.1
3	R2	All MCs	101	0.0	101	0.0	0.382	50.9	LOS D	5.7	40.0	0.94	0.78	0.94	33.5
Approach			517	0.0	517	0.0	0.575	27.4	LOS C	10.7	75.1	0.87	1.08	0.87	21.1
East: Beeliar Dr															
4	L2	All MCs	88	0.0	88	0.0	0.068	7.3	LOS A	0.4	2.8	0.17	0.84	0.17	46.8
5	T1	All MCs	735	2.0	735	2.0	0.606	34.6	LOS C	16.8	119.3	0.91	0.78	0.91	30.6
6	R2	All MCs	104	3.0	104	3.0	0.535	59.0	LOS E	5.5	39.7	0.99	0.78	0.99	22.1
Approach			927	1.9	927	1.9	0.606	34.8	LOS C	16.8	119.3	0.84	0.79	0.84	31.2
North: Hammond Rd															
7	L2	All MCs	149	3.0	149	3.0	0.146	11.5	LOS B	3.0	21.2	0.46	1.31	0.46	35.9
8	T1	All MCs	222	0.0	222	0.0	* 0.588	45.9	LOS D	10.4	72.5	0.97	0.80	0.97	32.8
9	R2	All MCs	178	2.0	178	2.0	0.588	51.6	LOS D	9.8	69.7	0.97	0.81	0.97	20.0
Approach			549	1.5	549	1.5	0.588	38.4	LOS D	10.4	72.5	0.83	0.94	0.83	30.2
West: Beeliar Dr															
10	L2	All MCs	186	1.0	186	1.0	0.127	11.7	LOS B	0.5	3.6	0.09	0.75	0.09	38.1
11	T1	All MCs	989	1.0	989	1.0	* 0.844	46.5	LOS D	28.2	199.3	1.00	0.96	1.12	34.3
12	R2	All MCs	169	0.0	169	0.0	* 0.843	66.4	LOS E	10.0	70.0	1.00	0.94	1.28	25.6
Approach			1345	0.9	1345	0.9	0.844	44.2	LOS D	28.2	199.3	0.87	0.93	1.00	32.0
All Vehicles			3339	1.1	3339	1.1	0.844	38.0	LOS D	28.2	199.3	0.86	0.92	0.91	29.4

MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2025 Existing Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	21	0.0	21	0.0	0.220	6.6	LOS A	0.2	1.3	0.06	0.10	0.06	53.4
2	T1	All MCs	389	1.0	389	1.0	0.220	0.1	LOS A	0.2	1.3	0.06	0.10	0.06	59.2
3	R2	All MCs	16	0.0	16	0.0	0.220	7.6	LOS A	0.2	1.3	0.06	0.10	0.06	51.8
Approach			426	0.9	426	0.9	0.220	0.7	NA	0.2	1.3	0.06	0.10	0.06	58.7
East: Cooper Rd															
4	L2	All MCs	44	0.0	44	0.0	0.082	9.7	LOS A	0.3	2.0	0.53	0.93	0.53	39.5
5	T1	All MCs	1	0.0	1	0.0	0.082	14.6	LOS B	0.3	2.0	0.53	0.93	0.53	39.5
6	R2	All MCs	9	0.0	9	0.0	0.082	16.5	LOS C	0.3	2.0	0.53	0.93	0.53	45.9
Approach			55	0.0	55	0.0	0.082	11.0	LOS B	0.3	2.0	0.53	0.93	0.53	41.2
North: Hammond Rd															
7	L2	All MCs	3	0.0	3	0.0	0.242	7.2	LOS A	0.2	1.3	0.05	0.06	0.05	52.8
8	T1	All MCs	451	2.0	451	2.0	0.242	0.1	LOS A	0.2	1.3	0.05	0.06	0.05	59.1
9	R2	All MCs	16	0.0	16	0.0	0.242	7.3	LOS A	0.2	1.3	0.05	0.06	0.05	54.7
Approach			469	1.9	469	1.9	0.242	0.4	NA	0.2	1.3	0.05	0.06	0.05	58.8
West: Yangebup Rd															
10	L2	All MCs	15	7.0	15	7.0	0.079	9.6	LOS A	0.3	1.9	0.60	0.95	0.60	41.2
11	T1	All MCs	1	0.0	1	0.0	0.079	14.3	LOS B	0.3	1.9	0.60	0.95	0.60	37.8
12	R2	All MCs	19	0.0	19	0.0	0.079	17.0	LOS C	0.3	1.9	0.60	0.95	0.60	19.9
Approach			35	3.0	35	3.0	0.079	13.8	LOS B	0.3	1.9	0.60	0.95	0.60	34.3
All Vehicles			985	1.4	985	1.4	0.242	1.6	NA	0.3	2.0	0.10	0.15	0.10	56.8



2028 without development

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2028 Base - Existing Geometry - Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	185	1.0	185	1.0	0.800	14.9	LOS B	7.6	53.9	1.00	1.11	1.57	42.0
2	T1	All MCs	1	1.0	1	1.0	0.800	14.5	LOS B	7.6	53.9	1.00	1.11	1.57	26.8
3	R2	All MCs	256	1.0	256	1.0	0.800	20.3	LOS C	7.6	53.9	1.00	1.11	1.57	21.8
Approach			442	1.0	442	1.0	0.800	18.0	LOS B	7.6	53.9	1.00	1.11	1.57	33.4
East: Beeliar Dr															
4	L2	All MCs	99	3.0	97	3.0	0.489	4.9	LOS A	3.6	26.1	0.25	0.44	0.25	50.3
5	T1	All MCs	1387	5.0	1367	5.0	0.489	5.1	LOS A	3.6	26.1	0.26	0.44	0.26	59.3
6	R2	All MCs	1	1.0	1	1.0	0.489	11.3	LOS B	3.3	24.3	0.27	0.44	0.27	50.0
Approach			1487	4.9	1465	4.9	0.489	5.1	LOS A	3.6	26.1	0.26	0.44	0.26	58.9
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.010	7.7	LOS A	0.0	0.3	0.82	0.73	0.82	27.0
8	T1	All MCs	1	1.0	1	1.0	0.010	7.3	LOS A	0.0	0.3	0.82	0.73	0.82	34.2
9	R2	All MCs	1	1.0	1	1.0	0.010	13.2	LOS B	0.0	0.3	0.82	0.73	0.82	47.9
Approach			3	1.0	3	1.0	0.010	9.4	LOS A	0.0	0.3	0.82	0.73	0.82	39.5
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	1.170	161.9	LOS F	103.7	757.0	1.00	4.26	7.30	11.6
11	T1	All MCs	1647	5.0	1647	5.0	1.170	162.2	LOS F	103.7	757.0	1.00	4.14	7.23	10.2
12	R2	All MCs	133	0.0	133	0.0	1.170	168.9	LOS F	85.8	622.0	1.00	3.97	7.14	12.1
Approach			1781	4.6	1781	4.6	1.170	162.7	LOS F	103.7	757.0	1.00	4.13	7.23	10.4
All Vehicles			3714	4.3	3692	4.3	1.170	82.7	LOS F	103.7	757.0	0.71	2.30	3.78	19.5

MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2028 Base - Existing Geometry - Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Hammond Rd															
1	L2	All MCs	236	2.0	236	2.0	0.885	35.7	LOS D	29.6	209.8	1.00	1.29	1.17	11.0
2	T1	All MCs	181	1.0	181	1.0	* 0.885	118.5	LOS F	29.6	209.8	1.00	1.28	1.16	11.1
3	R2	All MCs	135	3.0	135	3.0	0.589	73.4	LOS E	9.8	70.2	0.99	0.80	0.99	27.6
Approach			552	1.9	552	1.9	0.885	72.1	LOS E	29.6	209.8	1.00	1.17	1.08	14.4
East: Beeliar Dr															
4	L2	All MCs	134	3.0	134	3.0	0.112	15.1	LOS B	2.2	15.9	0.40	1.13	0.40	41.0
5	T1	All MCs	1045	4.0	1045	4.0	0.850	65.9	LOS E	38.6	279.4	1.00	0.94	1.07	23.1
6	R2	All MCs	92	7.0	92	7.0	0.383	91.0	LOS F	6.2	46.1	0.96	0.78	0.96	19.3
Approach			1271	4.1	1271	4.1	0.850	62.3	LOS E	38.6	279.4	0.93	0.95	0.99	22.0
North: Hammond Rd															
7	L2	All MCs	226	4.0	226	4.0	0.237	42.1	LOS D	6.3	45.3	0.53	1.31	0.53	31.7
8	T1	All MCs	349	2.0	349	2.0	* 1.080	185.9	LOS F	44.8	323.2	1.00	1.40	1.77	15.2
9	R2	All MCs	328	4.0	328	4.0	1.080	179.4	LOS F	44.8	323.2	1.00	1.32	1.72	8.2
Approach			904	3.2	904	3.2	1.080	147.5	LOS F	44.8	323.2	0.88	1.35	1.44	13.5
West: Beeliar Dr															
10	L2	All MCs	257	7.0	225	6.9	0.146	32.6	LOS C	1.5	11.0	0.12	0.83	0.12	35.5
11	T1	All MCs	1355	3.0	1187	2.9	* 1.070	164.3	LOS F	67.6	485.2	1.00	1.45	1.63	15.9
12	R2	All MCs	305	2.0	268	2.0	* 1.071	179.6	LOS F	29.1	207.4	1.00	1.17	1.73	14.0
Approach			1917	3.4	1680	3.3	1.071	149.1	LOS F	67.6	485.2	0.88	1.32	1.44	14.3
All Vehicles			4643	3.4	4406	3.6	1.080	114.1	LOS F	67.6	485.2	0.91	1.20	1.27	15.4



MOVEMENT SUMMARY

STOP

Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)

Network: [1] 2028 Base - Existing Geometry - Weekday Peak Hour (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA

Site Category: (None)

Stop (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	19	0.0	18	0.0	0.236	9.4	LOS A	0.4	3.2	0.14	0.19	0.14	52.2
2	T1	All MCs	396	6.0	372	5.8	0.236	0.6	LOS A	0.4	3.2	0.14	0.19	0.14	58.3
3	R2	All MCs	25	9.0	24	8.7	0.236	10.5	LOS B	0.4	3.2	0.14	0.19	0.14	50.9
Approach			440	5.9	413	5.7	0.236	1.6	NA	0.4	3.2	0.14	0.19	0.14	57.7
East: Cooper Rd															
4	L2	All MCs	63	5.0	63	5.0	0.217	13.6	LOS B	0.7	5.4	0.73	1.02	0.79	35.4
5	T1	All MCs	3	0.0	3	0.0	0.217	22.8	LOS C	0.7	5.4	0.73	1.02	0.79	36.1
6	R2	All MCs	13	9.0	13	9.0	0.217	32.4	LOS D	0.7	5.4	0.73	1.02	0.79	42.7
Approach			79	5.4	79	5.4	0.217	17.0	LOS C	0.7	5.4	0.73	1.02	0.79	37.2
North: Hammond Rd															
7	L2	All MCs	11	11.0	11	11.0	0.384	7.3	LOS A	0.2	1.8	0.04	0.05	0.04	52.6
8	T1	All MCs	712	4.0	712	4.0	0.384	0.1	LOS A	0.2	1.8	0.04	0.05	0.04	59.3
9	R2	All MCs	17	7.0	17	7.0	0.384	7.8	LOS A	0.2	1.8	0.04	0.05	0.04	54.3
Approach			739	4.2	739	4.2	0.384	0.4	NA	0.2	1.8	0.04	0.05	0.04	58.9
West: Yangebup Rd															
10	L2	All MCs	20	6.0	20	6.0	0.317	11.5	LOS B	1.1	8.0	0.80	1.06	0.98	33.9
11	T1	All MCs	4	0.0	4	0.0	0.317	24.7	LOS C	1.1	8.0	0.80	1.06	0.98	31.5
12	R2	All MCs	44	3.0	44	3.0	0.317	32.4	LOS D	1.1	8.0	0.80	1.06	0.98	12.8
Approach			68	3.7	68	3.7	0.317	25.8	LOS D	1.1	8.0	0.80	1.06	0.98	23.7
All Vehicles			1326	4.8	1300	4.9	0.384	3.1	NA	1.1	8.0	0.15	0.21	0.17	54.6

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2028 Base - Existing Geometry - Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	65	0.0	65	0.0	0.258	4.8	LOS A	1.4	9.6	0.60	0.67	0.60	49.7
2	T1	All MCs	1	1.0	1	1.0	0.258	4.4	LOS A	1.4	9.6	0.60	0.67	0.60	35.3
3	R2	All MCs	186	1.0	186	1.0	0.258	10.2	LOS B	1.4	9.6	0.60	0.67	0.60	31.2
Approach			253	0.7	253	0.7	0.258	8.8	LOS A	1.4	9.6	0.60	0.67	0.60	39.2
East: Beeliar Dr															
4	L2	All MCs	65	2.0	65	2.0	0.350	4.7	LOS A	1.7	12.1	0.15	0.41	0.15	51.3
5	T1	All MCs	1047	2.0	1047	2.0	0.350	4.8	LOS A	1.7	12.1	0.16	0.41	0.16	60.3
6	R2	All MCs	1	1.0	1	1.0	0.350	11.0	LOS B	1.6	11.6	0.16	0.41	0.16	51.1
Approach			1114	2.0	1114	2.0	0.350	4.8	LOS A	1.7	12.1	0.16	0.41	0.16	59.9
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.005	5.5	LOS A	0.0	0.1	0.66	0.61	0.66	29.7
8	T1	All MCs	1	1.0	1	1.0	0.005	5.0	LOS A	0.0	0.1	0.66	0.61	0.66	36.5
9	R2	All MCs	1	1.0	1	1.0	0.005	11.0	LOS B	0.0	0.1	0.66	0.61	0.66	49.9
Approach			3	1.0	3	1.0	0.005	7.2	LOS A	0.0	0.1	0.66	0.61	0.66	41.9
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	0.446	5.1	LOS A	2.7	19.3	0.36	0.43	0.36	54.3
11	T1	All MCs	1242	2.0	1242	2.0	0.446	5.0	LOS A	2.7	19.3	0.37	0.46	0.37	55.9
12	R2	All MCs	79	0.0	79	0.0	0.446	11.4	LOS B	2.6	18.3	0.38	0.48	0.38	54.0
Approach			1322	1.9	1322	1.9	0.446	5.4	LOS A	2.7	19.3	0.37	0.46	0.37	55.7
All Vehicles			2692	1.8	2692	1.8	0.446	5.5	LOS A	2.7	19.3	0.30	0.46	0.30	56.6



MOVEMENT SUMMARY



Site: [2] Beeliar Dr / Hammond Rd (Folder1)

Network: [1] 2028 Base - Existing Geometry - Weekend Peak Hour (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	217	0.0	217	0.0	0.649	8.3	LOS A	13.0	91.1	0.91	1.23	0.91	16.0
2	T1	All MCs	232	0.0	232	0.0	* 0.649	50.6	LOS D	13.0	91.1	0.91	1.19	0.91	16.5
3	R2	All MCs	108	0.0	108	0.0	0.432	55.4	LOS E	7.1	49.4	0.95	0.79	0.95	32.3
Approach			557	0.0	557	0.0	0.649	35.1	LOS D	13.0	91.1	0.92	1.13	0.92	19.4
East: Beeliar Dr															
4	L2	All MCs	95	0.0	95	0.0	0.068	7.7	LOS A	0.6	4.2	0.20	0.90	0.20	45.9
5	T1	All MCs	792	2.0	792	2.0	0.602	35.4	LOS D	19.2	136.7	0.89	0.77	0.89	30.3
6	R2	All MCs	113	3.0	113	3.0	0.549	62.9	LOS E	6.5	46.4	0.99	0.79	0.99	21.1
Approach			999	1.9	999	1.9	0.602	35.9	LOS D	19.2	136.7	0.84	0.79	0.84	30.7
North: Hammond Rd															
7	L2	All MCs	161	3.0	161	3.0	0.165	13.8	LOS B	3.7	26.3	0.48	1.32	0.48	35.0
8	T1	All MCs	239	0.0	239	0.0	* 0.673	52.1	LOS D	12.5	87.4	0.99	0.83	1.01	30.9
9	R2	All MCs	192	2.0	192	2.0	0.673	57.9	LOS E	11.8	84.2	0.99	0.84	1.02	18.5
Approach			592	1.5	592	1.5	0.673	43.6	LOS D	12.5	87.4	0.85	0.97	0.87	28.5
West: Beeliar Dr															
10	L2	All MCs	201	1.0	201	1.0	0.142	16.2	LOS B	1.0	7.3	0.14	0.85	0.14	34.2
11	T1	All MCs	1065	1.0	1065	1.0	* 0.861	52.1	LOS D	33.9	239.1	1.00	0.98	1.12	33.1
12	R2	All MCs	182	0.0	182	0.0	* 0.860	73.1	LOS E	11.8	82.4	1.00	0.95	1.28	24.4
Approach			1448	0.9	1448	0.9	0.861	49.8	LOS D	33.9	239.1	0.88	0.95	1.00	29.9
All Vehicles			3596	1.1	3596	1.1	0.861	42.6	LOS D	33.9	239.1	0.87	0.94	0.92	27.7

MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2028 Base - Existing Geometry - Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	23	0.0	23	0.0	0.238	6.8	LOS A	0.2	1.5	0.06	0.10	0.06	53.4
2	T1	All MCs	419	1.0	419	1.0	0.238	0.2	LOS A	0.2	1.5	0.06	0.10	0.06	59.2
3	R2	All MCs	17	0.0	17	0.0	0.238	7.8	LOS A	0.2	1.5	0.06	0.10	0.06	51.8
Approach			459	0.9	459	0.9	0.238	0.8	NA	0.2	1.5	0.06	0.10	0.06	58.7
East: Cooper Rd															
4	L2	All MCs	47	0.0	47	0.0	0.095	10.0	LOS A	0.3	2.4	0.56	0.95	0.56	39.1
5	T1	All MCs	1	0.0	1	0.0	0.095	15.8	LOS C	0.3	2.4	0.56	0.95	0.56	39.2
6	R2	All MCs	11	0.0	11	0.0	0.095	17.9	LOS C	0.3	2.4	0.56	0.95	0.56	45.6
Approach			59	0.0	59	0.0	0.095	11.5	LOS B	0.3	2.4	0.56	0.95	0.56	40.8
North: Hammond Rd															
7	L2	All MCs	3	0.0	3	0.0	0.261	7.4	LOS A	0.2	1.5	0.05	0.06	0.05	52.8
8	T1	All MCs	485	2.0	485	2.0	0.261	0.1	LOS A	0.2	1.5	0.05	0.06	0.05	59.1
9	R2	All MCs	17	0.0	17	0.0	0.261	7.5	LOS A	0.2	1.5	0.05	0.06	0.05	54.7
Approach			505	1.9	505	1.9	0.261	0.4	NA	0.2	1.5	0.05	0.06	0.05	58.8
West: Yangebup Rd															
10	L2	All MCs	16	7.0	16	7.0	0.092	9.8	LOS A	0.3	2.2	0.62	0.97	0.62	40.5
11	T1	All MCs	1	0.0	1	0.0	0.092	15.5	LOS C	0.3	2.2	0.62	0.97	0.62	37.2
12	R2	All MCs	20	0.0	20	0.0	0.092	18.5	LOS C	0.3	2.2	0.62	0.97	0.62	19.1
Approach			37	3.0	37	3.0	0.092	14.7	LOS B	0.3	2.2	0.62	0.97	0.62	33.6
All Vehicles			1060	1.4	1060	1.4	0.261	1.7	NA	0.3	2.4	0.10	0.16	0.10	56.8



2028 with development

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	185	1.0	185	1.0	0.856	19.3	LOS B	9.3	65.6	1.00	1.28	1.83	39.1
2	T1	All MCs	7	1.0	7	1.0	0.856	18.8	LOS B	9.3	65.6	1.00	1.28	1.83	19.2
3	R2	All MCs	256	1.0	256	1.0	0.856	24.6	LOS C	9.3	65.6	1.00	1.28	1.83	19.2
Approach			448	1.0	448	1.0	0.856	22.3	LOS C	9.3	65.6	1.00	1.28	1.83	30.3
East: Beeliar Dr															
4	L2	All MCs	99	3.0	97	3.0	0.524	5.2	LOS A	3.5	25.4	0.29	0.47	0.29	50.0
5	T1	All MCs	1348	5.0	1327	5.0	0.524	5.4	LOS A	3.5	25.4	0.30	0.49	0.30	58.7
6	R2	All MCs	93	1.0	91	1.0	0.524	11.6	LOS B	3.3	23.7	0.31	0.52	0.31	49.8
Approach			1540	4.6	1516	4.6	0.524	5.7	LOS A	3.5	25.4	0.30	0.49	0.30	58.0
North: NS Spine Rd															
7	L2	All MCs	145	1.0	145	1.0	0.774	13.9	LOS B	3.7	25.8	0.97	1.09	1.36	19.9
8	T1	All MCs	7	1.0	7	1.0	0.774	13.5	LOS B	3.7	25.8	0.97	1.09	1.36	28.0
9	R2	All MCs	68	1.0	68	1.0	0.774	19.4	LOS B	3.7	25.8	0.97	1.09	1.36	42.4
Approach			221	1.0	221	1.0	0.774	15.6	LOS B	3.7	25.8	0.97	1.09	1.36	31.0
West: Beeliar Dr															
10	L2	All MCs	121	1.0	121	1.0	1.226	212.8	LOS F	130.5	948.9	1.00	5.34	9.96	8.1
11	T1	All MCs	1556	5.0	1556	5.0	1.226	213.1	LOS F	130.5	948.9	1.00	5.15	9.84	8.1
12	R2	All MCs	133	0.0	133	0.0	1.226	219.7	LOS F	101.8	738.1	1.00	4.90	9.66	9.7
Approach			1809	4.4	1809	4.4	1.226	213.6	LOS F	130.5	948.9	1.00	5.15	9.83	8.2
All Vehicles			4019	3.9	3995	3.9	1.226	102.3	LOS F	130.5	948.9	0.73	2.72	4.85	16.2

MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Hammond Rd															
1	L2	All MCs	259	2.0	259	2.0	0.914	43.7	LOS D	33.6	238.7	1.00	1.29	1.22	10.5
2	T1	All MCs	181	1.0	181	1.0	* 0.914	130.2	LOS F	33.6	238.7	1.00	1.27	1.20	10.7
3	R2	All MCs	135	3.0	135	3.0	0.609	73.6	LOS E	10.1	72.8	1.00	0.81	1.00	27.6
Approach			575	1.9	575	1.9	0.914	77.9	LOS E	33.6	238.7	1.00	1.17	1.11	13.7
East: Beeliar Dr															
4	L2	All MCs	134	3.0	134	3.0	0.112	16.9	LOS B	2.2	15.6	0.40	1.13	0.40	41.0
5	T1	All MCs	1076	4.0	1076	4.0	0.888	73.5	LOS E	42.1	304.8	1.00	1.00	1.12	21.5
6	R2	All MCs	92	7.0	92	7.0	0.367	91.7	LOS F	6.2	45.7	0.95	0.78	0.95	19.5
Approach			1301	4.1	1301	4.1	0.888	69.0	LOS E	42.1	304.8	0.94	1.00	1.03	20.5
North: Hammond Rd															
7	L2	All MCs	226	4.0	226	4.0	0.236	41.7	LOS D	6.2	44.9	0.53	1.31	0.53	31.8
8	T1	All MCs	349	2.0	349	2.0	* 1.087	191.4	LOS F	45.2	326.1	1.00	1.41	1.79	14.9
9	R2	All MCs	328	4.0	328	4.0	1.087	185.3	LOS F	45.2	326.1	1.00	1.33	1.75	7.9
Approach			904	3.2	904	3.2	1.087	151.7	LOS F	45.2	326.1	0.88	1.36	1.46	13.3
West: Beeliar Dr															
10	L2	All MCs	257	7.0	220	6.8	0.140	32.9	LOS C	1.5	10.9	0.11	0.81	0.11	36.8
11	T1	All MCs	1385	3.0	1186	2.9	* 1.076	169.0	LOS F	68.0	487.5	1.00	1.47	1.65	15.6
12	R2	All MCs	328	2.0	281	1.9	* 1.077	184.2	LOS F	31.0	220.7	1.00	1.18	1.75	13.7
Approach			1971	3.4	1687	3.2	1.077	153.8	LOS F	68.0	487.5	0.88	1.33	1.47	14.0
All Vehicles			4751	3.4	4467	3.6	1.087	118.9	LOS F	68.0	487.5	0.91	1.22	1.30	15.0



MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	19	0.0	18	0.0	0.234	9.4	LOS A	0.4	3.2	0.14	0.19	0.14	56.4
2	T1	All MCs	396	6.0	368	5.7	0.234	0.6	LOS A	0.4	3.2	0.14	0.19	0.14	58.3
3	R2	All MCs	25	9.0	23	8.5	0.234	10.5	LOS B	0.4	3.2	0.14	0.19	0.14	50.9
Approach			440	5.9	409	5.6	0.234	1.6	NA	0.4	3.2	0.14	0.19	0.14	57.8
East: Cooper Rd															
4	L2	All MCs	63	5.0	63	5.0	0.261	14.1	LOS B	0.9	6.6	0.76	1.04	0.87	34.4
5	T1	All MCs	11	0.0	11	0.0	0.261	24.3	LOS C	0.9	6.6	0.76	1.04	0.87	34.4
6	R2	All MCs	13	9.0	13	9.0	0.261	36.4	LOS E	0.9	6.6	0.76	1.04	0.87	41.9
Approach			86	5.0	86	5.0	0.261	18.6	LOS C	0.9	6.6	0.76	1.04	0.87	36.0
North: Hammond Rd															
7	L2	All MCs	11	11.0	11	11.0	0.405	7.6	LOS A	0.5	4.0	0.09	0.10	0.09	52.4
8	T1	All MCs	712	4.0	712	4.0	0.405	0.2	LOS A	0.5	4.0	0.09	0.10	0.09	58.6
9	R2	All MCs	41	7.0	41	7.0	0.405	7.8	LOS A	0.5	4.0	0.09	0.10	0.09	58.6
Approach			763	4.3	763	4.3	0.405	0.7	NA	0.5	4.0	0.09	0.10	0.09	58.4
West: Yangebup Rd															
10	L2	All MCs	44	6.0	44	6.0	0.396	12.2	LOS B	1.6	11.4	0.79	1.09	1.07	34.6
11	T1	All MCs	12	0.0	12	0.0	0.396	27.2	LOS D	1.6	11.4	0.79	1.09	1.07	32.1
12	R2	All MCs	44	3.0	44	3.0	0.396	36.3	LOS E	1.6	11.4	0.79	1.09	1.07	13.3
Approach			100	4.0	100	4.0	0.396	24.6	LOS C	1.6	11.4	0.79	1.09	1.07	28.3
All Vehicles			1389	4.8	1358	4.9	0.405	3.9	NA	1.6	11.4	0.20	0.26	0.22	53.5

MOVEMENT SUMMARY

Site: [4] Shopping Centre Roundabout (Folder1)

Network: [1] 2028 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: NS Link Rd															
1	L2	All MCs	111	1.0	99	1.0	0.077	4.2	LOS A	0.4	2.7	0.13	0.49	0.13	31.9
2	T1	All MCs	1	1.0	1	1.0	0.077	3.9	LOS A	0.4	2.7	0.13	0.49	0.13	31.6
3	R2	All MCs	1	1.0	1	1.0	0.077	6.8	LOS A	0.4	2.7	0.13	0.49	0.13	31.4
Approach			113	1.0	101	1.0	0.077	4.3	LOS A	0.4	2.7	0.13	0.49	0.13	31.9
East: East LSP															
4	L2	All MCs	1	1.0	1	1.0	0.017	4.6	LOS A	0.1	0.5	0.38	0.49	0.38	25.2
5	T1	All MCs	15	1.0	15	1.0	0.017	4.3	LOS A	0.1	0.5	0.38	0.49	0.38	24.3
6	R2	All MCs	1	1.0	1	1.0	0.017	7.1	LOS A	0.1	0.5	0.38	0.49	0.38	25.2
Approach			17	1.0	17	1.0	0.017	4.5	LOS A	0.1	0.5	0.38	0.49	0.38	24.3
North: NS Link RD															
7	L2	All MCs	1	1.0	1	1.0	0.017	5.0	LOS A	0.1	0.6	0.38	0.60	0.38	21.8
8	T1	All MCs	1	1.0	1	1.0	0.017	4.6	LOS A	0.1	0.6	0.38	0.60	0.38	22.4
9	R2	All MCs	16	1.0	16	1.0	0.017	7.6	LOS A	0.1	0.6	0.38	0.60	0.38	21.4
Approach			18	1.0	18	1.0	0.017	7.3	LOS A	0.1	0.6	0.38	0.60	0.38	21.5
West: Shopping Centre Access															
10	L2	All MCs	16	1.0	16	1.0	0.156	3.4	LOS A	0.8	5.8	0.03	0.62	0.03	24.0
11	T1	All MCs	15	1.0	15	1.0	0.156	3.1	LOS A	0.8	5.8	0.03	0.62	0.03	23.8
12	R2	All MCs	221	1.0	221	1.0	0.156	5.9	LOS A	0.8	5.8	0.03	0.62	0.03	24.0
Approach			252	1.0	252	1.0	0.156	5.6	LOS A	0.8	5.8	0.03	0.62	0.03	23.9
All Vehicles			399	1.0	387	1.0	0.156	5.3	LOS A	0.8	5.8	0.09	0.58	0.09	26.5

MOVEMENT SUMMARY

Site: [5] Yangebup Rd / NS Link Rd (Folder1)

Network: [1] 2028 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: NS Link Rd															
1	L2	All MCs	1	1.0	1	1.0	0.015	4.4	LOSA	0.0	0.3	0.20	0.52	0.20	36.0
3	R2	All MCs	16	1.0	16	1.0	0.015	4.8	LOSA	0.0	0.3	0.20	0.52	0.20	25.2
Approach			17	1.0	17	1.0	0.015	4.8	LOSA	0.0	0.3	0.20	0.52	0.20	26.7
East: Yangebup Rd															
4	L2	All MCs	16	1.0	15	1.0	0.037	4.6	LOSA	0.0	0.0	0.00	0.12	0.00	44.3
5	T1	All MCs	55	3.0	54	3.1	0.037	0.0	LOSA	0.0	0.0	0.00	0.12	0.00	47.6
Approach			71	2.6	69	2.6	0.037	1.0	NA	0.0	0.0	0.00	0.12	0.00	47.2
West: Yangebup Rd															
11	T1	All MCs	84	3.0	84	3.0	0.043	0.0	LOSA	0.0	0.0	0.01	0.01	0.01	49.7
12	R2	All MCs	1	1.0	1	1.0	0.043	4.6	LOSA	0.0	0.0	0.01	0.01	0.01	49.7
Approach			85	3.0	85	3.0	0.043	0.1	NA	0.0	0.0	0.01	0.01	0.01	49.7
All Vehicles			173	2.6	171	2.6	0.043	0.9	NA	0.0	0.3	0.02	0.10	0.02	46.9



MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	65	0.0	65	0.0	0.285	5.2	LOS A	1.6	10.9	0.66	0.70	0.66	49.4
2	T1	All MCs	8	1.0	8	1.0	0.285	4.8	LOS A	1.6	10.9	0.66	0.70	0.66	30.8
3	R2	All MCs	186	1.0	186	1.0	0.285	10.6	LOS B	1.6	10.9	0.66	0.70	0.66	30.8
Approach			260	0.7	260	0.7	0.285	9.0	LOS A	1.6	10.9	0.66	0.70	0.66	38.6
East: Beeliar Dr															
4	L2	All MCs	65	2.0	65	2.0	0.391	5.0	LOS A	2.0	14.4	0.23	0.45	0.23	50.5
5	T1	All MCs	1004	2.0	1004	2.0	0.391	5.1	LOS A	2.0	14.4	0.24	0.47	0.24	59.2
6	R2	All MCs	102	1.0	102	1.0	0.391	11.4	LOS B	1.9	13.6	0.25	0.51	0.25	50.1
Approach			1172	1.9	1172	1.9	0.391	5.7	LOS A	2.0	14.4	0.24	0.48	0.24	58.4
North: NS Spine Rd															
7	L2	All MCs	161	1.0	161	1.0	0.380	7.0	LOS A	2.0	14.0	0.77	0.85	0.86	27.1
8	T1	All MCs	8	1.0	8	1.0	0.380	6.5	LOS A	2.0	14.0	0.77	0.85	0.86	34.6
9	R2	All MCs	77	1.0	77	1.0	0.380	12.5	LOS B	2.0	14.0	0.77	0.85	0.86	48.6
Approach			246	1.0	246	1.0	0.380	8.7	LOS A	2.0	14.0	0.77	0.85	0.86	38.6
West: Beeliar Dr															
10	L2	All MCs	136	1.0	136	1.0	0.482	5.5	LOS A	3.3	23.2	0.47	0.49	0.47	55.3
11	T1	All MCs	1140	2.0	1140	2.0	0.482	5.5	LOS A	3.3	23.2	0.48	0.51	0.48	54.8
12	R2	All MCs	79	0.0	79	0.0	0.482	12.0	LOS B	3.1	21.7	0.49	0.53	0.49	53.2
Approach			1355	1.8	1355	1.8	0.482	5.9	LOS A	3.3	23.2	0.48	0.51	0.48	54.7
All Vehicles			3033	1.7	3033	1.7	0.482	6.3	LOS A	3.3	23.2	0.43	0.54	0.43	54.5

MOVEMENT SUMMARY

 **Site: [2] Beeliar Dr / Hammond Rd (Folder1)**
Network: [1] 2028 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	242	0.0	242	0.0	0.666	8.8	LOS A	15.1	105.4	0.91	1.24	0.91	15.7
2	T1	All MCs	232	0.0	232	0.0	* 0.666	55.5	LOS E	15.1	105.4	0.92	1.18	0.92	16.2
3	R2	All MCs	108	0.0	108	0.0	0.443	59.3	LOS E	7.9	55.4	0.95	0.79	0.95	31.3
Approach			582	0.0	582	0.0	0.666	36.8	LOS D	15.1	105.4	0.92	1.13	0.92	18.8
East: Beeliar Dr															
4	L2	All MCs	95	0.0	95	0.0	0.063	7.9	LOS A	0.6	4.3	0.22	0.91	0.22	45.7
5	T1	All MCs	825	2.0	825	2.0	0.611	38.6	LOS D	21.7	154.5	0.89	0.77	0.89	29.4
6	R2	All MCs	113	3.0	113	3.0	0.493	67.9	LOS E	6.8	49.1	0.98	0.79	0.98	20.5
Approach			1033	1.9	1033	1.9	0.611	39.0	LOS D	21.7	154.5	0.83	0.79	0.83	29.3
North: Hammond Rd															
7	L2	All MCs	161	3.0	161	3.0	0.168	15.6	LOS B	4.0	29.0	0.49	1.33	0.49	34.4
8	T1	All MCs	239	0.0	239	0.0	* 0.714	58.2	LOS E	13.8	96.5	1.00	0.86	1.04	29.2
9	R2	All MCs	192	2.0	192	2.0	0.714	64.1	LOS E	13.1	92.9	1.00	0.86	1.05	17.2
Approach			592	1.5	592	1.5	0.714	48.5	LOS D	13.8	96.5	0.86	0.99	0.90	27.2
West: Beeliar Dr															
10	L2	All MCs	201	1.0	201	1.0	0.141	20.4	LOS C	1.0	7.3	0.13	0.82	0.13	35.3
11	T1	All MCs	1099	1.0	1099	1.0	* 0.880	61.0	LOS E	38.4	271.0	1.00	1.00	1.13	31.4
12	R2	All MCs	207	0.0	207	0.0	* 0.880	82.4	LOS F	14.6	102.4	1.00	0.96	1.28	23.3
Approach			1507	0.9	1507	0.9	0.880	58.5	LOS E	38.4	271.0	0.88	0.97	1.02	27.4
All Vehicles			3714	1.1	3714	1.1	0.880	48.1	LOS D	38.4	271.0	0.87	0.95	0.93	26.0



MOVEMENT SUMMARY

 **Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)**
Network: [1] 2028 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	23	0.0	23	0.0	0.238	6.8	LOS A	0.2	1.5	0.06	0.10	0.06	58.2
2	T1	All MCs	419	1.0	419	1.0	0.238	0.2	LOS A	0.2	1.5	0.06	0.10	0.06	59.2
3	R2	All MCs	17	0.0	17	0.0	0.238	7.8	LOS A	0.2	1.5	0.06	0.10	0.06	51.8
Approach			459	0.9	459	0.9	0.238	0.8	NA	0.2	1.5	0.06	0.10	0.06	58.8
East: Cooper Rd															
4	L2	All MCs	47	0.0	47	0.0	0.123	10.0	LOS B	0.4	3.0	0.59	0.97	0.59	38.4
5	T1	All MCs	9	0.0	9	0.0	0.123	16.4	LOS C	0.4	3.0	0.59	0.97	0.59	38.4
6	R2	All MCs	11	0.0	11	0.0	0.123	19.5	LOS C	0.4	3.0	0.59	0.97	0.59	45.1
Approach			67	0.0	67	0.0	0.123	12.4	LOS B	0.4	3.0	0.59	0.97	0.59	40.0
North: Hammond Rd															
7	L2	All MCs	3	0.0	3	0.0	0.282	7.5	LOS A	0.5	3.5	0.12	0.13	0.12	52.4
8	T1	All MCs	485	2.0	485	2.0	0.282	0.3	LOS A	0.5	3.5	0.12	0.13	0.12	58.1
9	R2	All MCs	42	0.0	42	0.0	0.282	7.6	LOS A	0.5	3.5	0.12	0.13	0.12	58.1
Approach			531	1.8	531	1.8	0.282	0.9	NA	0.5	3.5	0.12	0.13	0.12	58.0
West: Yangebup Rd															
10	L2	All MCs	41	7.0	41	7.0	0.149	9.9	LOS A	0.5	3.8	0.62	0.95	0.62	41.4
11	T1	All MCs	9	0.0	9	0.0	0.149	16.4	LOS C	0.5	3.8	0.62	0.95	0.62	37.9
12	R2	All MCs	20	0.0	20	0.0	0.149	20.0	LOS C	0.5	3.8	0.62	0.95	0.62	20.1
Approach			71	4.1	71	4.1	0.149	13.7	LOS B	0.5	3.8	0.62	0.95	0.62	38.0
All Vehicles			1127	1.5	1127	1.5	0.282	2.3	NA	0.5	3.8	0.15	0.22	0.15	55.8

MOVEMENT SUMMARY

Site: [4] Shopping Centre Roundabout - Import (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: NS Link Rd															
1	L2	All MCs	123	1.0	123	1.0	0.096	4.3	LOSA	0.5	3.5	0.15	0.49	0.15	31.9
2	T1	All MCs	1	1.0	1	1.0	0.096	3.9	LOSA	0.5	3.5	0.15	0.49	0.15	31.5
3	R2	All MCs	1	1.0	1	1.0	0.096	6.8	LOSA	0.5	3.5	0.15	0.49	0.15	31.3
Approach			125	1.0	125	1.0	0.096	4.3	LOSA	0.5	3.5	0.15	0.49	0.15	31.8
East: East LSP															
4	L2	All MCs	1	1.0	1	1.0	0.020	4.8	LOSA	0.1	0.7	0.40	0.50	0.40	25.0
5	T1	All MCs	18	1.0	18	1.0	0.020	4.4	LOSA	0.1	0.7	0.40	0.50	0.40	24.2
6	R2	All MCs	1	1.0	1	1.0	0.020	7.3	LOSA	0.1	0.7	0.40	0.50	0.40	25.0
Approach			20	1.0	20	1.0	0.020	4.6	LOSA	0.1	0.7	0.40	0.50	0.40	24.2
North: NS Link RD															
7	L2	All MCs	1	1.0	1	1.0	0.019	5.2	LOSA	0.1	0.6	0.40	0.61	0.40	21.6
8	T1	All MCs	1	1.0	1	1.0	0.019	4.8	LOSA	0.1	0.6	0.40	0.61	0.40	22.1
9	R2	All MCs	17	1.0	17	1.0	0.019	7.8	LOSA	0.1	0.6	0.40	0.61	0.40	21.3
Approach			19	1.0	19	1.0	0.019	7.5	LOSA	0.1	0.6	0.40	0.61	0.40	21.3
West: Shopping Centre Access															
10	L2	All MCs	17	1.0	17	1.0	0.174	3.4	LOSA	0.9	6.6	0.03	0.62	0.03	24.0
11	T1	All MCs	18	1.0	18	1.0	0.174	3.1	LOSA	0.9	6.6	0.03	0.62	0.03	23.8
12	R2	All MCs	246	1.0	246	1.0	0.174	5.9	LOSA	0.9	6.6	0.03	0.62	0.03	24.0
Approach			281	1.0	281	1.0	0.174	5.6	LOSA	0.9	6.6	0.03	0.62	0.03	23.9
All Vehicles			445	1.0	445	1.0	0.174	5.2	LOSA	0.9	6.6	0.10	0.58	0.10	26.7

MOVEMENT SUMMARY

Site: [5] Yangebup Rd / NS Link Rd - Import (Folder1)
Network: [1] 2028 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: NS Link Rd															
1	L2	All MCs	1	1.0	1	1.0	0.015	4.4	LOSA	0.0	0.3	0.19	0.52	0.19	36.1
3	R2	All MCs	17	1.0	17	1.0	0.015	4.7	LOSA	0.0	0.3	0.19	0.52	0.19	25.4
Approach			18	1.0	18	1.0	0.015	4.7	LOSA	0.0	0.3	0.19	0.52	0.19	26.8
East: Yangebup Rd															
4	L2	All MCs	17	1.0	17	1.0	0.039	4.6	LOSA	0.0	0.0	0.00	0.12	0.00	44.4
5	T1	All MCs	58	0.0	58	0.0	0.039	0.0	LOSA	0.0	0.0	0.00	0.12	0.00	47.6
Approach			75	0.2	75	0.2	0.039	1.0	NA	0.0	0.0	0.00	0.12	0.00	47.3
West: Yangebup Rd															
11	T1	All MCs	54	3.0	54	3.0	0.028	0.0	LOSA	0.0	0.0	0.01	0.01	0.01	49.5
12	R2	All MCs	1	1.0	1	1.0	0.028	4.6	LOSA	0.0	0.0	0.01	0.01	0.01	49.5
Approach			55	3.0	55	3.0	0.028	0.1	NA	0.0	0.0	0.01	0.01	0.01	49.5
All Vehicles			147	1.3	147	1.3	0.039	1.1	NA	0.0	0.3	0.03	0.13	0.03	46.3



2038 without development

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2038 Base - Existing Geometry - Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	237	1.0	237	1.0	1.072	96.7	LOS F	40.8	287.8	1.00	3.28	5.61	17.7
2	T1	All MCs	1	1.0	1	1.0	1.072	96.2	LOS F	40.8	287.8	1.00	3.28	5.61	8.7
3	R2	All MCs	328	1.0	328	1.0	1.072	102.0	LOS F	40.8	287.8	1.00	3.28	5.61	6.1
Approach			566	1.0	566	1.0	1.072	99.8	LOS F	40.8	287.8	1.00	3.28	5.61	11.6
East: Beeliar Dr															
4	L2	All MCs	126	3.0	104	3.1	0.519	4.9	LOS A	4.0	29.4	0.25	0.43	0.25	50.3
5	T1	All MCs	1776	5.0	1462	5.2	0.519	5.1	LOS A	4.0	29.4	0.26	0.44	0.26	59.3
6	R2	All MCs	1	1.0	1	1.0	0.519	11.2	LOS B	3.7	27.3	0.27	0.44	0.27	50.0
Approach			1903	4.9	1567	5.0	0.519	5.0	LOS A	4.0	29.4	0.26	0.44	0.26	58.9
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.010	7.4	LOS A	0.0	0.3	0.82	0.72	0.82	27.3
8	T1	All MCs	1	1.0	1	1.0	0.010	7.0	LOS A	0.0	0.3	0.82	0.72	0.82	34.5
9	R2	All MCs	1	1.0	1	1.0	0.010	12.9	LOS B	0.0	0.3	0.82	0.72	0.82	48.2
Approach			3	1.0	3	1.0	0.010	9.1	LOS A	0.0	0.3	0.82	0.72	0.82	39.8
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	1.632	576.7	LOS F	305.3	2228.7	1.00	9.97	19.29	3.9
11	T1	All MCs	2108	5.0	2108	5.0	1.632	576.9	LOS F	305.3	2228.7	1.00	9.60	19.04	3.5
12	R2	All MCs	169	0.0	169	0.0	1.632	583.5	LOS F	264.9	1921.4	1.00	9.10	18.69	4.3
Approach			2279	4.6	2279	4.6	1.632	577.4	LOS F	305.3	2228.7	1.00	9.56	19.01	3.5
All Vehicles			4752	4.3	4415	4.6	1.632	312.6	LOS F	305.3	2228.7	0.74	5.51	10.62	6.9

MOVEMENT SUMMARY



Site: [2] Beeliar Dr / Hammond Rd (Folder1)

Network: [1] 2038 Base - Existing Geometry - Weekday Peak Hour (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150.0 seconds (Site Practical Cycle Time)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	302	2.0	302	2.0	1.143	168.6	LOS F	64.2	455.8	1.00	1.46	1.94	6.6
2	T1	All MCs	233	1.0	233	1.0	* 1.143	205.8	LOS F	64.2	455.8	1.00	1.42	1.88	6.9
3	R2	All MCs	173	3.0	173	3.0	0.761	76.9	LOS E	13.9	99.5	1.00	0.88	1.09	26.9
Approach			707	1.9	707	1.9	1.143	158.5	LOS F	64.2	455.8	1.00	1.31	1.48	9.5
East: Beeliar Dr															
4	L2	All MCs	172	3.0	172	3.0	0.150	33.3	LOS C	3.6	25.5	0.44	1.16	0.44	40.0
5	T1	All MCs	1338	4.0	1338	4.0	* 1.227	297.6	LOS F	96.9	701.7	1.00	1.89	2.21	7.0
6	R2	All MCs	118	7.0	118	7.0	0.586	108.6	LOS F	8.4	62.4	1.00	0.80	1.00	18.3
Approach			1627	4.1	1627	4.1	1.227	256.1	LOS F	96.9	701.7	0.94	1.73	1.94	7.9
North: Hammond Rd															
7	L2	All MCs	291	4.0	290	4.0	0.296	38.4	LOS D	7.7	55.8	0.54	1.30	0.54	31.0
8	T1	All MCs	447	2.0	447	2.0	* 1.241	316.1	LOS F	77.1	556.4	1.00	1.76	2.32	10.7
9	R2	All MCs	421	4.0	421	4.0	1.241	317.9	LOS F	77.1	556.4	1.00	1.66	2.28	5.4
Approach			1159	3.2	1158	3.2	1.241	247.1	LOS F	77.1	556.4	0.88	1.61	1.86	9.8
West: Beeliar Dr															
10	L2	All MCs	329	7.0	218	6.6	0.145	33.9	LOS C	1.7	12.6	0.16	0.92	0.16	32.3
11	T1	All MCs	1734	3.0	1148	2.8	1.121	206.3	LOS F	71.5 ^{N8}	512.7 ^{N8}	1.00	1.58	1.83	13.4
12	R2	All MCs	391	2.0	259	1.9	* 1.229	311.6	LOS F	36.6	260.6	1.00	1.38	2.29	9.5
Approach			2454	3.4	1625	3.2	1.229	200.0	LOS F	71.5 ^{N8}	512.7 ^{N8}	0.89	1.46	1.68	11.7
All Vehicles			5947	3.4	5117	3.9	1.241	222.8	LOS F	96.9 ^{N8}	701.7 ^{N8}	0.92	1.56	1.81	9.7



MOVEMENT SUMMARY

 **Site:** [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2038 Base - Existing Geometry - Weekday Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	24	0.0	19	0.0	0.273	12.6	LOS B	0.7	5.2	0.19	0.23	0.19	50.8
2	T1	All MCs	506	6.0	402	5.5	0.273	1.4	LOS A	0.7	5.2	0.19	0.23	0.19	57.3
3	R2	All MCs	32	9.0	25	8.3	0.273	14.0	LOS B	0.7	5.2	0.19	0.23	0.19	50.2
Approach			562	5.9	447	5.5	0.273	2.5	NA	0.7	5.2	0.19	0.23	0.19	56.7
East: Cooper Rd															
4	L2	All MCs	81	5.0	81	5.0	0.685	24.9	LOS C	1.8	13.2	0.93	1.16	1.47	27.6
5	T1	All MCs	4	0.0	4	0.0	0.685	44.3	LOS E	1.8	13.2	0.93	1.16	1.47	29.0
6	R2	All MCs	16	9.0	16	9.0	0.685	67.0	LOS F	1.8	13.2	0.93	1.16	1.47	36.4
Approach			101	5.4	101	5.4	0.685	32.2	LOS D	1.8	13.2	0.93	1.16	1.47	29.6
North: Hammond Rd															
7	L2	All MCs	13	11.0	13	11.0	0.749	8.7	LOS A	1.1	8.0	0.06	0.07	0.12	52.3
8	T1	All MCs	912	4.0	912	4.0	0.749	0.5	LOS A	1.1	8.0	0.06	0.07	0.12	58.5
9	R2	All MCs	22	7.0	22	7.0	0.749	9.5	LOS A	1.1	8.0	0.06	0.07	0.12	53.8
Approach			946	4.2	946	4.2	0.749	0.8	NA	1.1	8.0	0.06	0.07	0.12	58.2
West: Yangebup Rd															
10	L2	All MCs	26	6.0	26	6.0	1.016	83.3	LOS F	5.9	42.5	1.00	1.85	3.63	14.5
11	T1	All MCs	6	0.0	6	0.0	1.016	112.6	LOS F	5.9	42.5	1.00	1.85	3.63	14.0
12	R2	All MCs	57	3.0	57	3.0	1.016	130.3	LOS F	5.9	42.5	1.00	1.85	3.63	3.4
Approach			89	3.7	89	3.7	1.016	115.2	LOS F	5.9	42.5	1.00	1.85	3.63	8.1
All Vehicles			1699	4.8	1584	5.1	1.016	9.7	NA	5.9	42.5	0.20	0.29	0.42	47.0

MOVEMENT SUMMARY

 **Site:** [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2038 Base - Existing Geometry - Weekend Peak Hour (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
 Site Category: (None)
 Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	84	0.0	84	0.0	0.619	9.3	LOS A	3.7	25.9	0.92	0.86	1.16	45.7
2	T1	All MCs	1	1.0	1	1.0	0.619	8.9	LOS A	3.7	25.9	0.92	0.86	1.16	30.9
3	R2	All MCs	238	1.0	238	1.0	0.619	14.7	LOS B	3.7	25.9	0.92	0.86	1.16	26.2
Approach			323	0.7	323	0.7	0.619	13.3	LOS B	3.7	25.9	0.92	0.86	1.16	34.3
East: Beeliar Dr															
4	L2	All MCs	84	2.0	84	2.0	0.462	4.8	LOS A	3.3	23.5	0.23	0.43	0.23	50.5
5	T1	All MCs	1341	2.0	1341	2.0	0.462	4.9	LOS A	3.3	23.5	0.24	0.43	0.24	59.7
6	R2	All MCs	1	1.0	1	1.0	0.462	11.2	LOS B	3.1	21.9	0.25	0.43	0.25	50.2
Approach			1426	2.0	1426	2.0	0.462	4.9	LOS A	3.3	23.5	0.24	0.43	0.24	59.3
North: NS Spine Rd															
7	L2	All MCs	1	1.0	1	1.0	0.010	7.9	LOS A	0.0	0.3	0.83	0.73	0.83	26.8
8	T1	All MCs	1	1.0	1	1.0	0.010	7.4	LOS A	0.0	0.3	0.83	0.73	0.83	34.0
9	R2	All MCs	1	1.0	1	1.0	0.010	13.4	LOS B	0.0	0.3	0.83	0.73	0.83	47.8
Approach			3	1.0	3	1.0	0.010	9.6	LOS A	0.0	0.3	0.83	0.73	0.83	39.3
West: Beeliar Dr															
10	L2	All MCs	1	1.0	1	1.0	1.047	54.5	LOS E	47.3	337.0	1.00	2.14	3.15	24.7
11	T1	All MCs	1591	2.0	1591	2.0	1.047	54.9	LOS E	47.3	337.0	1.00	2.11	3.15	22.7
12	R2	All MCs	101	0.0	101	0.0	1.047	62.0	LOS E	38.1	270.4	1.00	2.06	3.15	25.3
Approach			1693	1.9	1693	1.9	1.047	55.3	LOS E	47.3	337.0	1.00	2.10	3.15	22.9
All Vehicles			3445	1.8	3445	1.8	1.047	30.5	LOS C	47.3	337.0	0.68	1.29	1.76	34.7



MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2038 Base - Existing Geometry - Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Hammond Rd															
1	L2	All MCs	277	0.0	277	0.0	0.905	33.4	LOS C	33.3	233.0	1.00	1.32	1.20	11.6
2	T1	All MCs	296	0.0	296	0.0	* 0.905	91.4	LOS F	33.3	233.0	1.00	1.24	1.16	12.5
3	R2	All MCs	139	0.0	139	0.0	0.603	60.8	LOS E	11.2	78.5	0.98	0.81	0.98	31.0
Approach			712	0.0	712	0.0	0.905	62.9	LOS E	33.3	233.0	0.99	1.19	1.09	15.0
East: Beeliar Dr															
4	L2	All MCs	122	0.0	122	0.0	0.086	8.7	LOS A	1.1	7.4	0.27	0.98	0.27	44.6
5	T1	All MCs	1013	2.0	1013	2.0	0.746	43.4	LOS D	28.9	205.7	0.94	0.83	0.94	28.7
6	R2	All MCs	143	3.0	143	3.0	0.694	78.8	LOS E	9.2	65.9	1.00	0.84	1.07	19.6
Approach			1278	1.9	1278	1.9	0.746	44.0	LOS D	28.9	205.7	0.88	0.85	0.89	27.3
North: Hammond Rd															
7	L2	All MCs	206	3.0	206	3.0	0.236	37.6	LOS D	5.3	38.3	0.56	1.30	0.56	31.5
8	T1	All MCs	306	0.0	306	0.0	0.920	91.6	LOS F	20.7	144.6	1.00	1.07	1.32	25.7
9	R2	All MCs	245	2.0	245	2.0	* 0.920	80.5	LOS F	19.9	141.5	1.00	1.04	1.33	14.6
Approach			758	1.5	758	1.5	0.920	73.3	LOS E	20.7	144.6	0.88	1.13	1.11	21.5
West: Beeliar Dr															
10	L2	All MCs	257	1.0	247	1.0	0.165	27.2	LOS C	2.1	15.1	0.21	1.01	0.21	29.7
11	T1	All MCs	1364	1.0	1312	1.0	* 1.058	141.9	LOS F	67.5	476.7	1.00	1.47	1.66	17.6
12	R2	All MCs	234	0.0	225	0.0	* 1.056	155.8	LOS F	21.5	150.7	1.00	1.18	1.80	15.4
Approach			1855	0.9	1784	0.9	1.058	127.8	LOS F	67.5	476.7	0.89	1.37	1.48	16.0
All Vehicles			4602	1.1	4531	1.1	1.058	84.8	LOS F	67.5	476.7	0.90	1.15	1.20	18.5

MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2038 Base - Existing Geometry - Weekend Peak Hour (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	29	0.0	29	0.0	0.305	7.6	LOS A	0.3	2.4	0.08	0.12	0.08	53.1
2	T1	All MCs	537	1.0	529	1.0	0.305	0.3	LOS A	0.3	2.4	0.08	0.12	0.08	59.0
3	R2	All MCs	22	0.0	22	0.0	0.305	8.9	LOS A	0.3	2.4	0.08	0.12	0.08	51.6
Approach			588	0.9	580	0.9	0.305	1.0	NA	0.3	2.4	0.08	0.12	0.08	58.5
East: Cooper Rd															
4	L2	All MCs	61	0.0	61	0.0	0.161	11.3	LOS B	0.6	3.9	0.65	1.00	0.65	37.4
5	T1	All MCs	1	0.0	1	0.0	0.161	22.2	LOS C	0.6	3.9	0.65	1.00	0.65	37.7
6	R2	All MCs	13	0.0	13	0.0	0.161	25.9	LOS D	0.6	3.9	0.65	1.00	0.65	44.4
Approach			75	0.0	75	0.0	0.161	13.9	LOS B	0.6	3.9	0.65	1.00	0.65	39.1
North: Hammond Rd															
7	L2	All MCs	4	0.0	4	0.0	0.337	8.3	LOS A	0.3	2.3	0.06	0.08	0.06	52.7
8	T1	All MCs	621	2.0	621	2.0	0.337	0.2	LOS A	0.3	2.3	0.06	0.08	0.06	59.0
9	R2	All MCs	22	0.0	22	0.0	0.337	8.4	LOS A	0.3	2.3	0.06	0.08	0.06	54.6
Approach			647	1.9	647	1.9	0.337	0.5	NA	0.3	2.3	0.06	0.08	0.06	58.7
West: Yangebup Rd															
10	L2	All MCs	20	7.0	20	7.0	0.179	10.8	LOS B	0.6	4.2	0.75	1.01	0.76	37.0
11	T1	All MCs	1	0.0	1	0.0	0.179	21.8	LOS C	0.6	4.2	0.75	1.01	0.76	34.2
12	R2	All MCs	26	0.0	26	0.0	0.179	27.2	LOS D	0.6	4.2	0.75	1.01	0.76	15.4
Approach			47	3.0	47	3.0	0.179	20.2	LOS C	0.6	4.2	0.75	1.01	0.76	29.2
All Vehicles			1358	1.4	1350	1.4	0.337	2.1	NA	0.6	4.2	0.13	0.18	0.13	56.2



2038 with development

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	237	1.0	237	1.0	1.130	141.3	LOS F	54.2	382.3	1.00	4.18	7.61	13.4
2	T1	All MCs	7	1.0	7	1.0	1.130	140.9	LOS F	54.2	382.3	1.00	4.18	7.61	4.4
3	R2	All MCs	328	1.0	328	1.0	1.130	146.6	LOS F	54.2	382.3	1.00	4.18	7.61	4.4
Approach			573	1.0	573	1.0	1.130	144.4	LOS F	54.2	382.3	1.00	4.18	7.61	8.5
East: Beeliar Dr															
4	L2	All MCs	126	3.0	103	3.1	0.546	5.2	LOS A	3.8	27.4	0.29	0.47	0.29	50.0
5	T1	All MCs	1737	5.0	1410	5.1	0.546	5.4	LOS A	3.8	27.4	0.30	0.48	0.30	58.8
6	R2	All MCs	93	1.0	75	1.0	0.546	11.6	LOS B	3.5	25.6	0.31	0.51	0.31	50.1
Approach			1956	4.7	1588	4.8	0.546	5.7	LOS A	3.8	27.4	0.30	0.48	0.30	58.2
North: NS Spine Rd															
7	L2	All MCs	145	1.0	145	1.0	0.820	15.0	LOS B	3.8	26.8	0.99	1.12	1.46	19.1
8	T1	All MCs	7	1.0	7	1.0	0.820	14.6	LOS B	3.8	26.8	0.99	1.12	1.46	27.1
9	R2	All MCs	68	1.0	68	1.0	0.820	20.5	LOS C	3.8	26.8	0.99	1.12	1.46	41.6
Approach			221	1.0	221	1.0	0.820	16.7	LOS B	3.8	26.8	0.99	1.12	1.46	30.1
West: Beeliar Dr															
10	L2	All MCs	121	1.0	121	1.0	1.691	630.1	LOS F	328.0	2387.1	1.00	10.63	21.31	3.3
11	T1	All MCs	2017	5.0	2017	5.0	1.691	630.4	LOS F	328.0	2387.1	1.00	10.20	20.98	3.4
12	R2	All MCs	169	0.0	169	0.0	1.691	637.0	LOS F	278.3	2017.9	1.00	9.66	20.57	4.3
Approach			2307	4.4	2307	4.4	1.691	630.9	LOS F	328.0	2387.1	1.00	10.18	20.97	3.4
All Vehicles			5057	4.0	4689	4.3	1.691	330.8	LOS F	328.0	2387.1	0.76	5.74	11.42	6.7

MOVEMENT SUMMARY

 **Site: [2] Beeliam Dr / Hammond Rd (Folder1)**
Network: [1] 2038 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	325	2.0	325	2.0	1.162	183.4	LOS F	68.7	487.4	1.00	1.47	2.00	6.4
2	T1	All MCs	233	1.0	233	1.0	* 1.162	219.1	LOS F	68.7	487.4	1.00	1.43	1.93	6.7
3	R2	All MCs	173	3.0	173	3.0	0.773	77.4	LOS E	14.2	101.9	1.00	0.89	1.10	26.8
Approach			731	1.9	731	1.9	1.162	169.7	LOS F	68.7	487.4	1.00	1.32	1.52	9.2
East: Beeliam Dr															
4	L2	All MCs	172	3.0	172	3.0	0.150	34.1	LOS C	3.5	25.4	0.45	1.16	0.45	40.0
5	T1	All MCs	1368	4.0	1368	4.0	* 1.241	310.3	LOS F	101.0	731.0	1.00	1.93	2.26	6.8
6	R2	All MCs	118	7.0	118	7.0	0.562	108.2	LOS F	8.4	62.0	0.99	0.80	0.99	18.5
Approach			1658	4.1	1658	4.1	1.241	267.3	LOS F	101.0	731.0	0.94	1.77	1.98	7.6
North: Hammond Rd															
7	L2	All MCs	291	4.0	289	4.0	0.266	38.9	LOS D	7.7	55.9	0.55	1.30	0.55	30.8
8	T1	All MCs	447	2.0	444	2.0	* 1.257	330.4	LOS F	77.7	560.8	1.00	1.79	2.37	10.4
9	R2	All MCs	421	4.0	418	4.0	1.257	332.5	LOS F	77.7	560.8	1.00	1.68	2.34	5.3
Approach			1159	3.2	1151	3.2	1.257	258.1	LOS F	77.7	560.8	0.89	1.63	1.90	9.5
West: Beeliam Dr															
10	L2	All MCs	329	7.0	217	6.5	0.142	34.1	LOS C	1.6	11.7	0.13	0.87	0.13	34.0
11	T1	All MCs	1764	3.0	1164	2.8	1.126	210.6	LOS F	72.9 ^{N8}	522.4 ^{N8}	1.00	1.59	1.85	13.2
12	R2	All MCs	414	2.0	273	1.8	* 1.243	323.8	LOS F	39.4	280.4	1.00	1.40	2.33	9.3
Approach			2507	3.4	1654	3.1	1.243	206.2	LOS F	72.9 ^{N8}	522.4 ^{N8}	0.89	1.47	1.70	11.5
All Vehicles			6055	3.4	5194	3.9	1.257	232.1	LOS F	101.0 ^{N8}	731.0 ^{N8}	0.92	1.58	1.85	9.4



MOVEMENT SUMMARY

 Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Stop (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%				v/c	sec				
South: Hammond Rd															
1	L2	All MCs	24	0.0	19	0.0	0.271	12.6	LOS B	0.7	5.2	0.19	0.23	0.19	54.4
2	T1	All MCs	506	6.0	400	5.5	0.271	1.3	LOS A	0.7	5.2	0.19	0.23	0.19	57.3
3	R2	All MCs	32	9.0	25	8.2	0.271	14.0	LOS B	0.7	5.2	0.19	0.23	0.19	50.2
Approach			562	5.9	444	5.4	0.271	2.5	NA	0.7	5.2	0.19	0.23	0.19	56.8
East: Cooper Rd															
4	L2	All MCs	81	5.0	81	5.0	0.813	31.6	LOS D	2.4	17.6	0.96	1.28	1.88	24.3
5	T1	All MCs	12	0.0	12	0.0	0.813	53.7	LOS F	2.4	17.6	0.96	1.28	1.88	24.3
6	R2	All MCs	16	9.0	16	9.0	0.813	82.7	LOS F	2.4	17.6	0.96	1.28	1.88	33.3
Approach			108	5.0	108	5.0	0.813	41.4	LOS E	2.4	17.6	0.96	1.28	1.88	26.1
North: Hammond Rd															
7	L2	All MCs	13	11.0	13	11.0	0.785	9.7	LOS A	2.4	17.3	0.12	0.13	0.26	51.8
8	T1	All MCs	912	4.0	912	4.0	0.785	1.0	LOS A	2.4	17.3	0.12	0.13	0.26	57.2
9	R2	All MCs	46	7.0	46	7.0	0.785	10.0	LOS B	2.4	17.3	0.12	0.13	0.26	57.2
Approach			971	4.2	971	4.2	0.785	1.5	NA	2.4	17.3	0.12	0.13	0.26	57.0
West: Yangebup Rd															
10	L2	All MCs	51	6.0	50	6.0	1.147	168.1	LOS F	13.7	99.3	1.00	2.76	6.08	10.3
11	T1	All MCs	14	0.0	14	0.0	1.147	201.4	LOS F	13.7	99.3	1.00	2.76	6.08	10.1
12	R2	All MCs	57	3.0	57	3.0	1.147	222.3	LOS F	13.7	99.3	1.00	2.76	6.08	2.3
Approach			121	3.9	121	3.9	1.147	197.3	LOS F	13.7	99.3	1.00	2.76	6.08	6.9
All Vehicles			1762	4.8	1643	5.1	1.147	18.8	NA	13.7	99.3	0.26	0.43	0.77	40.5

MOVEMENT SUMMARY

Site: [4] Shopping Centre Roundabout (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: NS Link Rd															
1	L2	All MCs	111	1.0	77	1.0	0.061	4.2	LOSA	0.3	2.1	0.13	0.49	0.13	32.0
2	T1	All MCs	1	1.0	1	1.0	0.061	3.9	LOSA	0.3	2.1	0.13	0.49	0.13	31.7
3	R2	All MCs	1	1.0	1	1.0	0.061	6.8	LOSA	0.3	2.1	0.13	0.49	0.13	31.4
Approach			113	1.0	78	1.0	0.061	4.3	LOSA	0.3	2.1	0.13	0.49	0.13	31.9
East: East LSP															
4	L2	All MCs	1	1.0	1	1.0	0.017	4.6	LOSA	0.1	0.5	0.38	0.49	0.38	25.2
5	T1	All MCs	15	1.0	15	1.0	0.017	4.3	LOSA	0.1	0.5	0.38	0.49	0.38	24.3
6	R2	All MCs	1	1.0	1	1.0	0.017	7.1	LOSA	0.1	0.5	0.38	0.49	0.38	25.2
Approach			17	1.0	17	1.0	0.017	4.5	LOSA	0.1	0.5	0.38	0.49	0.38	24.3
North: NS Link RD															
7	L2	All MCs	1	1.0	1	1.1	0.017	5.0	LOSA	0.1	0.5	0.38	0.60	0.38	21.8
8	T1	All MCs	1	1.0	1	1.1	0.017	4.6	LOSA	0.1	0.5	0.38	0.60	0.38	22.4
9	R2	All MCs	16	1.0	15	1.1	0.017	7.6	LOSA	0.1	0.5	0.38	0.60	0.38	21.4
Approach			18	1.0	17	1.1	0.017	7.3	LOSA	0.1	0.5	0.38	0.60	0.38	21.5
West: Shopping Centre Access															
10	L2	All MCs	16	1.0	16	1.0	0.155	3.4	LOSA	0.8	5.9	0.03	0.62	0.03	24.0
11	T1	All MCs	15	1.0	15	1.0	0.155	3.1	LOSA	0.8	5.9	0.03	0.62	0.03	23.8
12	R2	All MCs	221	1.0	221	1.0	0.155	5.9	LOSA	0.8	5.9	0.03	0.62	0.03	24.0
Approach			252	1.0	252	1.0	0.155	5.6	LOSA	0.8	5.9	0.03	0.62	0.03	24.0
All Vehicles			399	1.0	363	1.1	0.155	5.3	LOSA	0.8	5.9	0.08	0.59	0.08	26.1



MOVEMENT SUMMARY

Site: [5] Yangebup Rd / NS Link Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekday Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: NS Link Rd															
1	L2	All MCs	1	1.0	1	1.0	0.016	4.5	LOS A	0.0	0.3	0.23	0.53	0.23	35.8
3	R2	All MCs	16	1.0	16	1.0	0.016	4.9	LOS A	0.0	0.3	0.23	0.53	0.23	25.0
Approach			17	1.0	17	1.0	0.016	4.9	LOS A	0.0	0.3	0.23	0.53	0.23	26.5
East: Yangebup Rd															
4	L2	All MCs	16	1.0	15	1.1	0.041	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	45.0
5	T1	All MCs	66	3.0	62	3.2	0.041	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	47.9
Approach			82	2.6	77	2.8	0.041	0.9	NA	0.0	0.0	0.00	0.10	0.00	47.7
West: Yangebup Rd															
11	T1	All MCs	105	3.0	105	3.0	0.057	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
12	R2	All MCs	1	1.0	1	1.0	0.057	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Approach			106	3.0	106	3.0	0.057	0.0	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles			205	2.7	200	2.7	0.057	0.8	NA	0.0	0.3	0.02	0.09	0.02	47.4

MOVEMENT SUMMARY

Site: [1] Beeliar Dr / Kemp Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Kemp Rd															
1	L2	All MCs	84	0.0	84	0.0	0.663	10.8	LOS B	4.2	29.9	0.97	0.92	1.28	44.6
2	T1	All MCs	8	1.0	8	1.0	0.663	10.4	LOS B	4.2	29.9	0.97	0.92	1.28	24.9
3	R2	All MCs	238	1.0	238	1.0	0.663	16.2	LOS B	4.2	29.9	0.97	0.92	1.28	24.9
Approach			331	0.7	331	0.7	0.663	14.7	LOS B	4.2	29.9	0.97	0.92	1.28	32.8
East: Beeliar Dr															
4	L2	All MCs	84	2.0	84	2.0	0.501	5.1	LOS A	3.2	22.6	0.27	0.46	0.27	50.1
5	T1	All MCs	1298	2.0	1298	2.0	0.501	5.3	LOS A	3.2	22.6	0.28	0.48	0.28	59.0
6	R2	All MCs	102	1.0	102	1.0	0.501	11.5	LOS B	3.0	21.2	0.29	0.51	0.29	49.9
Approach			1484	1.9	1484	1.9	0.501	5.7	LOS A	3.2	22.6	0.28	0.48	0.28	58.3
North: NS Spine Rd															
7	L2	All MCs	161	1.0	161	1.0	0.838	17.0	LOS B	4.5	31.7	0.98	1.16	1.54	17.8
8	T1	All MCs	8	1.0	8	1.0	0.838	16.5	LOS B	4.5	31.7	0.98	1.16	1.54	25.7
9	R2	All MCs	77	1.0	77	1.0	0.838	22.5	LOS C	4.5	31.7	0.98	1.16	1.54	40.2
Approach			246	1.0	246	1.0	0.838	18.7	LOS B	4.5	31.7	0.98	1.16	1.54	28.6
West: Beeliar Dr															
10	L2	All MCs	136	1.0	136	1.0	1.099	101.0	LOS F	73.3	521.6	1.00	3.22	5.56	14.9
11	T1	All MCs	1488	2.0	1488	2.0	1.099	101.2	LOS F	73.3	521.6	1.00	3.13	5.51	14.9
12	R2	All MCs	101	0.0	101	0.0	1.099	108.1	LOS F	54.5	387.3	1.00	3.00	5.43	17.3
Approach			1725	1.8	1725	1.8	1.099	101.6	LOS F	73.3	521.6	1.00	3.13	5.51	15.1
All Vehicles			3786	1.7	3786	1.7	1.099	51.0	LOS E	73.3	521.6	0.72	1.77	2.83	25.8

MOVEMENT SUMMARY

Site: [2] Beeliar Dr / Hammond Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	302	0.0	302	0.0	0.944	45.8	LOS D	39.1	273.5	1.00	1.35	1.29	10.6
2	T1	All MCs	296	0.0	296	0.0	* 0.944	104.9	LOS F	39.1	273.5	1.00	1.25	1.23	11.7
3	R2	All MCs	139	0.0	139	0.0	0.628	61.2	LOS E	11.7	82.0	0.99	0.82	0.99	30.9
Approach			737	0.0	737	0.0	0.944	72.4	LOS E	39.1	273.5	1.00	1.21	1.14	13.9
East: Beeliar Dr															
4	L2	All MCs	122	0.0	122	0.0	0.087	8.7	LOS A	1.0	7.1	0.28	0.98	0.28	44.5
5	T1	All MCs	1046	2.0	1046	2.0	0.789	46.9	LOS D	31.3	222.9	0.96	0.87	0.99	27.5
6	R2	All MCs	143	3.0	143	3.0	0.653	78.7	LOS E	9.0	64.6	1.00	0.82	1.03	20.0
Approach			1312	1.9	1312	1.9	0.789	46.8	LOS D	31.3	222.9	0.90	0.88	0.93	26.3
North: Hammond Rd															
7	L2	All MCs	206	3.0	206	3.0	0.233	35.6	LOS D	5.3	37.7	0.55	1.30	0.55	31.7
8	T1	All MCs	306	0.0	306	0.0	0.920	90.1	LOS F	20.7	144.6	1.00	1.07	1.32	25.7
9	R2	All MCs	245	2.0	245	2.0	* 0.920	80.5	LOS F	19.9	141.5	1.00	1.04	1.33	14.6
Approach			758	1.5	758	1.5	0.920	72.1	LOS E	20.7	144.6	0.88	1.13	1.11	21.8
West: Beeliar Dr															
10	L2	All MCs	257	1.0	239	1.0	0.160	27.5	LOS C	2.0	14.4	0.20	0.97	0.20	31.0
11	T1	All MCs	1398	1.0	1301	1.0	* 1.066	147.8	LOS F	67.7	478.0	1.00	1.49	1.70	17.0
12	R2	All MCs	259	0.0	241	0.0	* 1.065	162.3	LOS F	23.6	165.2	1.00	1.20	1.83	14.9
Approach			1914	0.9	1781	0.9	1.066	133.6	LOS F	67.7	478.0	0.89	1.38	1.51	15.6
All Vehicles			4720	1.1	4587	1.2	1.066	88.8	LOS F	67.7	478.0	0.91	1.17	1.23	18.0

MOVEMENT SUMMARY

STOP Site: [3] Hammond Rd / Yangebup Rd / Cooper Rd (Folder1)
 Network: [1] 2038 Post Development - Existing Geometry - Weekend Peak Hour
 (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
 Site Category: (None)
 Stop (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Hammond Rd															
1	L2	All MCs	29	0.0	29	0.0	0.301	7.6	LOS A	0.3	2.3	0.08	0.12	0.08	57.8
2	T1	All MCs	537	1.0	523	1.0	0.301	0.3	LOS A	0.3	2.3	0.08	0.12	0.08	59.0
3	R2	All MCs	22	0.0	22	0.0	0.301	8.9	LOS A	0.3	2.3	0.08	0.12	0.08	51.6
Approach			588	0.9	573	0.9	0.301	1.0	NA	0.3	2.3	0.08	0.12	0.08	58.6
East: Cooper Rd															
4	L2	All MCs	61	0.0	61	0.0	0.205	11.5	LOS B	0.7	5.0	0.70	1.01	0.73	36.3
5	T1	All MCs	9	0.0	9	0.0	0.205	23.4	LOS C	0.7	5.0	0.70	1.01	0.73	36.3
6	R2	All MCs	13	0.0	13	0.0	0.205	28.4	LOS D	0.7	5.0	0.70	1.01	0.73	43.6
Approach			83	0.0	83	0.0	0.205	15.4	LOS C	0.7	5.0	0.70	1.01	0.73	38.0
North: Hammond Rd															
7	L2	All MCs	4	0.0	4	0.0	0.361	8.4	LOS A	0.7	4.6	0.12	0.15	0.12	52.4
8	T1	All MCs	621	2.0	621	2.0	0.361	0.4	LOS A	0.7	4.6	0.12	0.15	0.12	58.1
9	R2	All MCs	47	0.0	47	0.0	0.361	8.5	LOS A	0.7	4.6	0.12	0.15	0.12	58.1
Approach			673	1.8	673	1.8	0.361	1.0	NA	0.7	4.6	0.12	0.15	0.12	58.0
West: Yangebup Rd															
10	L2	All MCs	45	7.0	45	7.0	0.257	11.6	LOS B	0.9	6.8	0.73	1.04	0.83	37.7
11	T1	All MCs	9	0.0	9	0.0	0.257	24.0	LOS C	0.9	6.8	0.73	1.04	0.83	34.8
12	R2	All MCs	26	0.0	26	0.0	0.257	30.3	LOS D	0.9	6.8	0.73	1.04	0.83	16.0
Approach			81	3.9	81	3.9	0.257	19.1	LOS C	0.9	6.8	0.73	1.04	0.83	33.5
All Vehicles			1425	1.5	1410	1.5	0.361	2.9	NA	0.9	6.8	0.17	0.24	0.18	55.2



MOVEMENT SUMMARY

Site: [4] Shopping Centre Roundabout (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: NS Link Rd															
1	L2	All MCs	123	1.0	117	1.0	0.092	4.3	LOS A	0.5	3.3	0.15	0.49	0.15	31.9
2	T1	All MCs	1	1.0	1	1.0	0.092	3.9	LOS A	0.5	3.3	0.15	0.49	0.15	31.5
3	R2	All MCs	1	1.0	1	1.0	0.092	6.8	LOS A	0.5	3.3	0.15	0.49	0.15	31.3
Approach			125	1.0	119	1.0	0.092	4.3	LOS A	0.5	3.3	0.15	0.49	0.15	31.9
East: East LSP															
4	L2	All MCs	1	1.0	1	1.0	0.020	4.8	LOS A	0.1	0.7	0.40	0.50	0.40	25.0
5	T1	All MCs	18	1.0	18	1.0	0.020	4.4	LOS A	0.1	0.7	0.40	0.50	0.40	24.2
6	R2	All MCs	1	1.0	1	1.0	0.020	7.3	LOS A	0.1	0.7	0.40	0.50	0.40	25.0
Approach			20	1.0	20	1.0	0.020	4.6	LOS A	0.1	0.7	0.40	0.50	0.40	24.2
North: NS Link RD															
7	L2	All MCs	1	1.0	1	1.0	0.019	5.2	LOS A	0.1	0.6	0.40	0.61	0.40	21.6
8	T1	All MCs	1	1.0	1	1.0	0.019	4.8	LOS A	0.1	0.6	0.40	0.61	0.40	22.1
9	R2	All MCs	17	1.0	17	1.0	0.019	7.8	LOS A	0.1	0.6	0.40	0.61	0.40	21.3
Approach			19	1.0	19	1.0	0.019	7.5	LOS A	0.1	0.6	0.40	0.61	0.40	21.3
West: Shopping Centre Access															
10	L2	All MCs	17	1.0	17	1.0	0.173	3.4	LOS A	0.9	6.6	0.03	0.62	0.03	24.0
11	T1	All MCs	18	1.0	18	1.0	0.173	3.1	LOS A	0.9	6.6	0.03	0.62	0.03	23.8
12	R2	All MCs	246	1.0	246	1.0	0.173	5.9	LOS A	0.9	6.6	0.03	0.62	0.03	24.0
Approach			281	1.0	281	1.0	0.173	5.6	LOS A	0.9	6.6	0.03	0.62	0.03	23.9
All Vehicles			445	1.0	439	1.0	0.173	5.3	LOS A	0.9	6.6	0.10	0.58	0.10	26.6

MOVEMENT SUMMARY

Site: [5] Yangebup Rd / NS Link Rd (Folder1)
Network: [1] 2038 Post Development - Existing Geometry - Weekend Peak Hour
(Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.8.241

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%				v/c	sec				
South: NS Link Rd															
1	L2	All MCs	1	1.0	1	1.0	0.016	4.5	LOS A	0.0	0.3	0.20	0.52	0.20	36.0
3	R2	All MCs	17	1.0	17	1.0	0.016	4.8	LOS A	0.0	0.3	0.20	0.52	0.20	25.2
Approach			18	1.0	18	1.0	0.016	4.8	LOS A	0.0	0.3	0.20	0.52	0.20	26.6
East: Yangebup Rd															
4	L2	All MCs	17	1.0	17	1.0	0.044	4.6	LOS A	0.0	0.0	0.00	0.11	0.00	45.0
5	T1	All MCs	69	0.0	69	0.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	47.9
Approach			86	0.2	86	0.2	0.044	0.9	NA	0.0	0.0	0.00	0.11	0.00	47.7
West: Yangebup Rd															
11	T1	All MCs	64	3.0	64	3.0	0.033	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	49.6
12	R2	All MCs	1	1.0	1	1.0	0.033	4.6	LOS A	0.0	0.0	0.01	0.01	0.01	49.6
Approach			65	3.0	65	3.0	0.033	0.1	NA	0.0	0.0	0.01	0.01	0.01	49.6
All Vehicles			169	1.3	169	1.4	0.044	1.0	NA	0.0	0.3	0.02	0.11	0.02	46.8



Appendix F: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

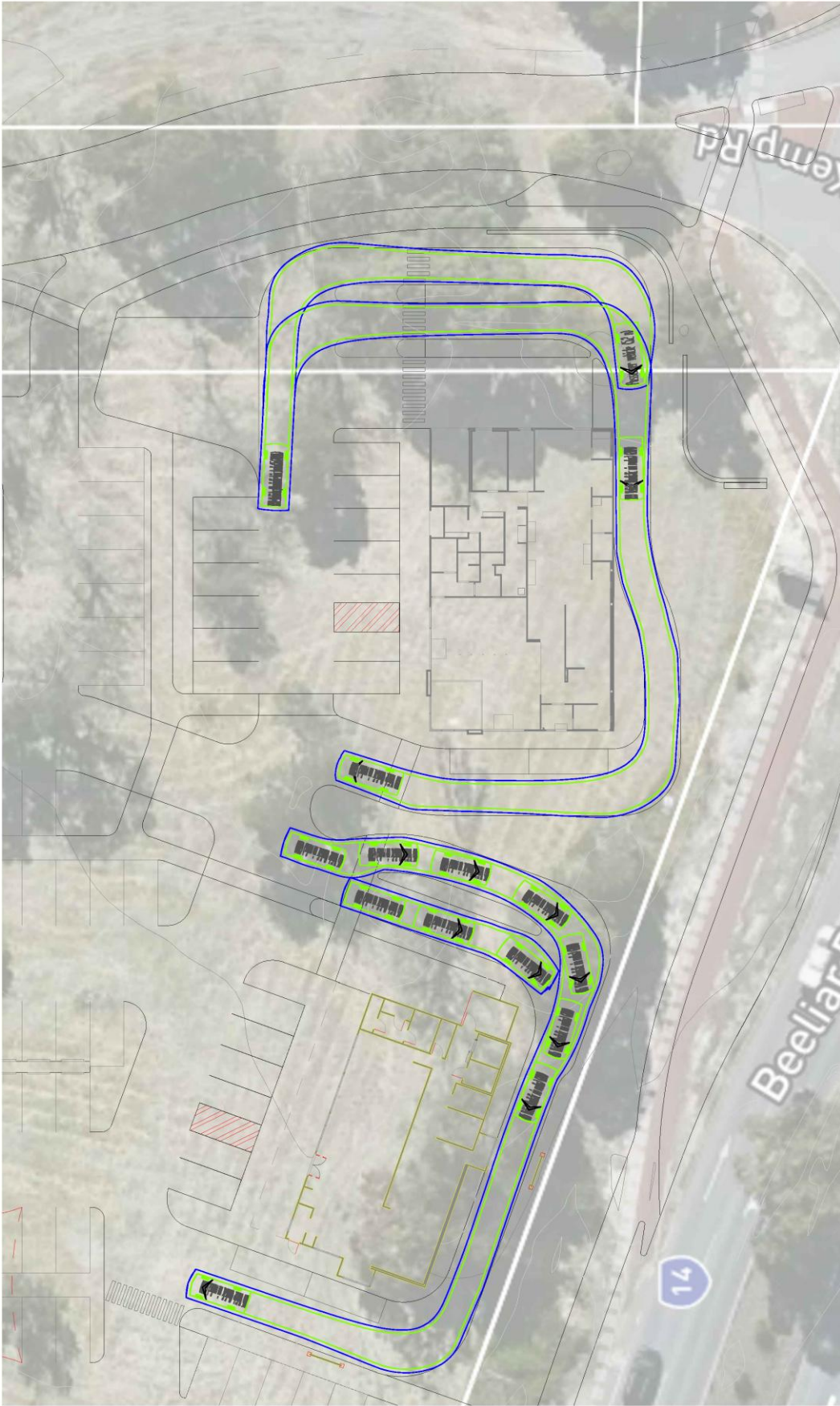
Blue represents a 300/500mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes: Rev: 1 Date: 10/02/2026	Note: Dark blue sweep path line represents a 10m buffer.	Drawn by: Paul Ghantous	Project: U25.100 - Beellar Drive Shopping Centre Proposed Shopping Centre Development	Date: 10/02/2026	Scale: A1: 1:500	Revision: 003	 Sustainable Transport. Safe Solutions PO Box 4318, Bayside WA 6171 08 9438 0000
		Client: Albion Park Project Pty Ltd	Drawing Title: Sweep path analysis - fuel truck delivery AS2880.2 - 10m Articulated Vehicle (AV)				







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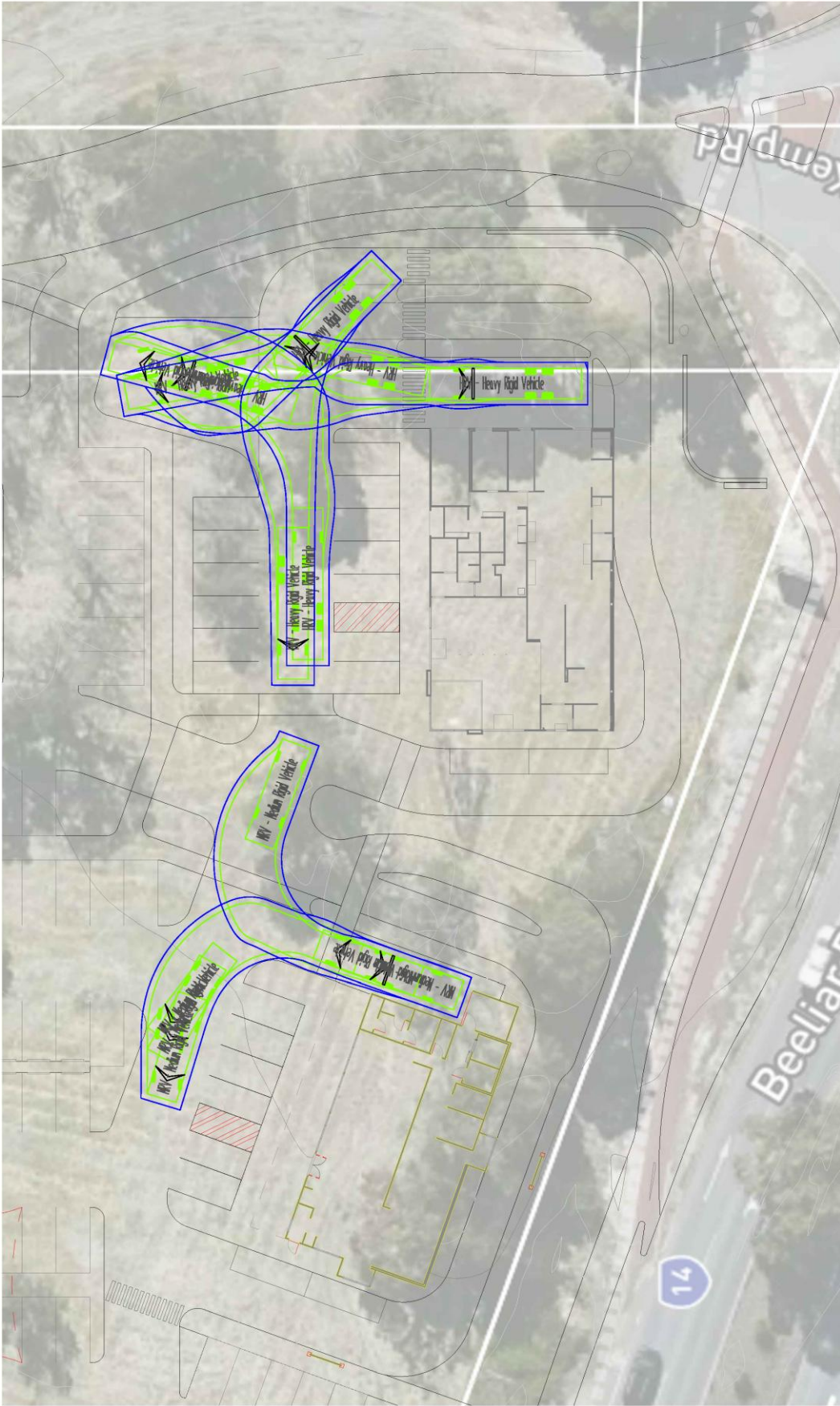
PO Box 4118, Bayside WA 6171
 08 9438 0000
 info@urbii.com.au

Date:	10/02/2026
Scale:	A1:
Scale:	1:300
Revision:	5004

Project:	U25.100 - Beeliar Drive Shopping Centre Proposed Shopping Centre Development
Drawing Title:	Swept path analysis - drive through AS2880.1 - BBS/BBS Vehicle

Drawn by:	Paul Ghantous
Client:	Albion Park Project Pty Ltd

Revision notes:	Note:
Rev: 1	Date: 10/02/2026
	Dark blue swept path line represents a 30mm buffer.



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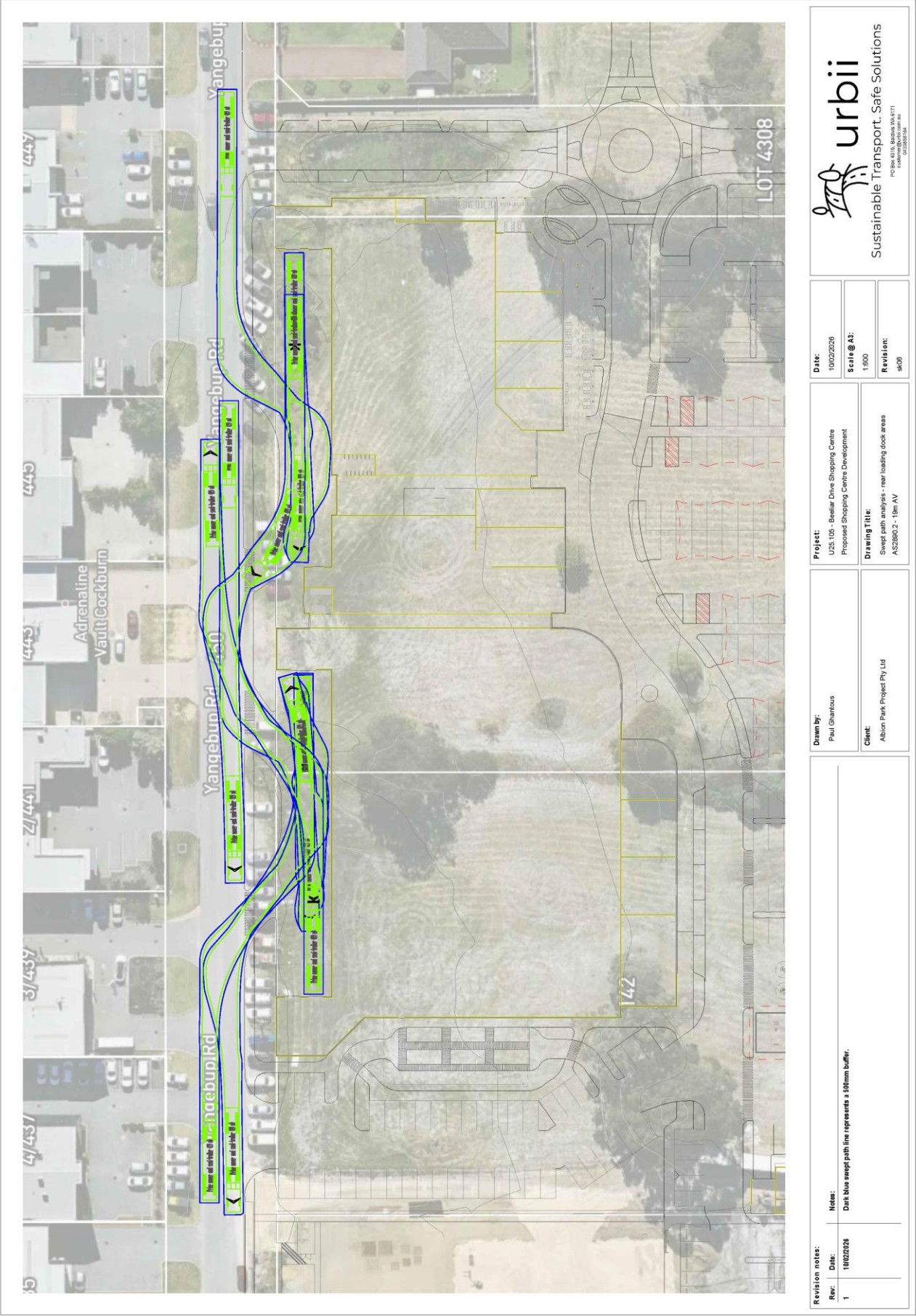
Date:	10/02/2026
Scale:	A1:
Revision:	1:300
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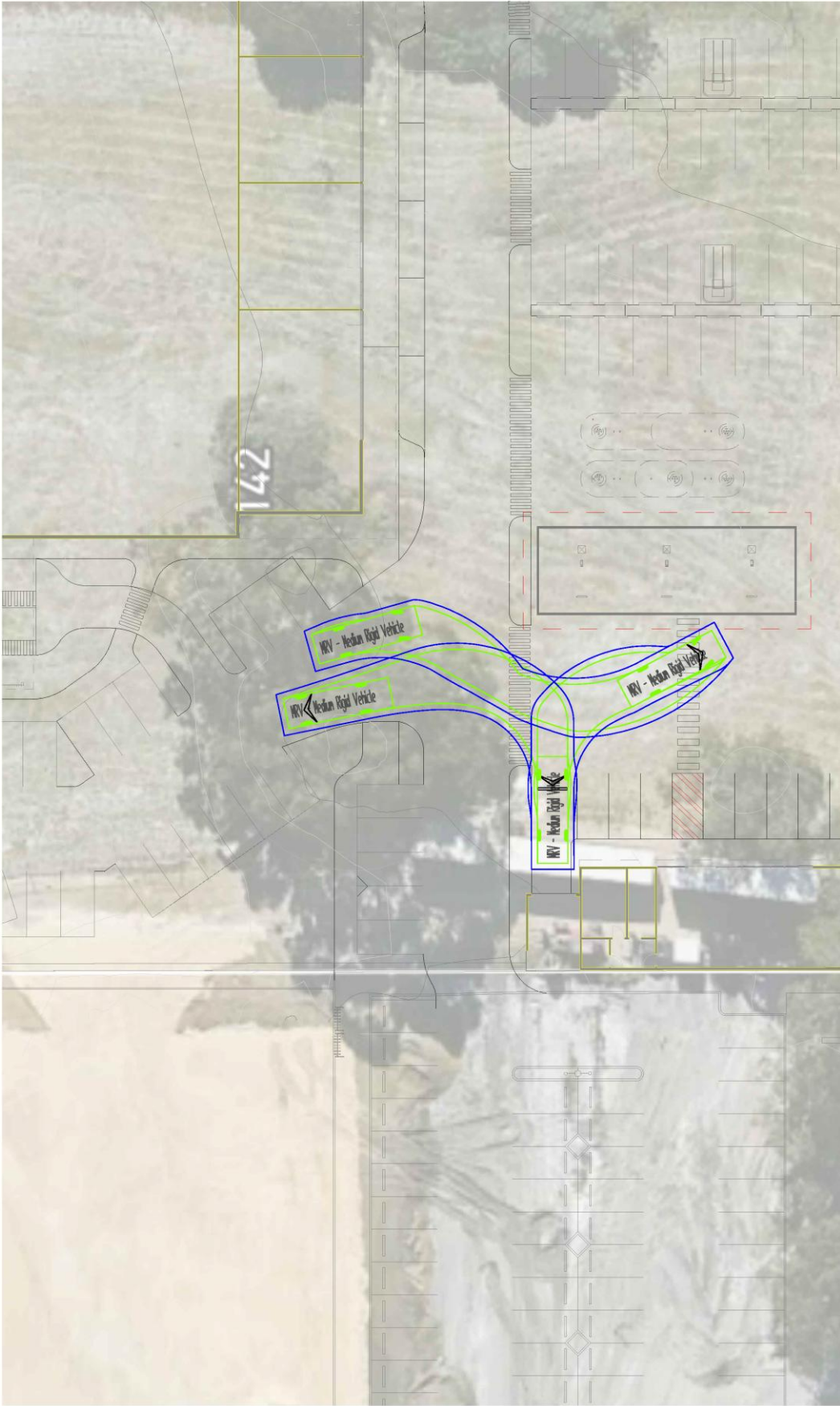
Project:	U25.100 - Beeliam Drive Shopping Centre Proposed Shopping Centre Development
Drawing Title:	Sweet path analysis - last food servicing AS2890.2 - 8.8m MRV & 12.5m HRV

Drawn by:	Paul Ghantous
Client:	Albion Park Project Pty Ltd

Revision notes:	Note:
Rev: 1	Dark blue swept path line represents a 100mm buffer.







Date:	10/02/2026
Scale:	A1:
Revision:	1:300
Revision:	sk07

Project:	U25.100 - Deedle Drive Shopping Centre Proposed Shopping Centre Development
Drawing Title:	Sweep path analysis - fuel station deliveries and waste AS2890.2 - 8.8m MRV

Drawn by:	Paul Ghantous
Client:	Albion Park Project Pty Ltd

Revision notes:	Note:
Rev: 1	Dark blue sweep path line represents a 100mm buffer.

